CYCLE NEWS

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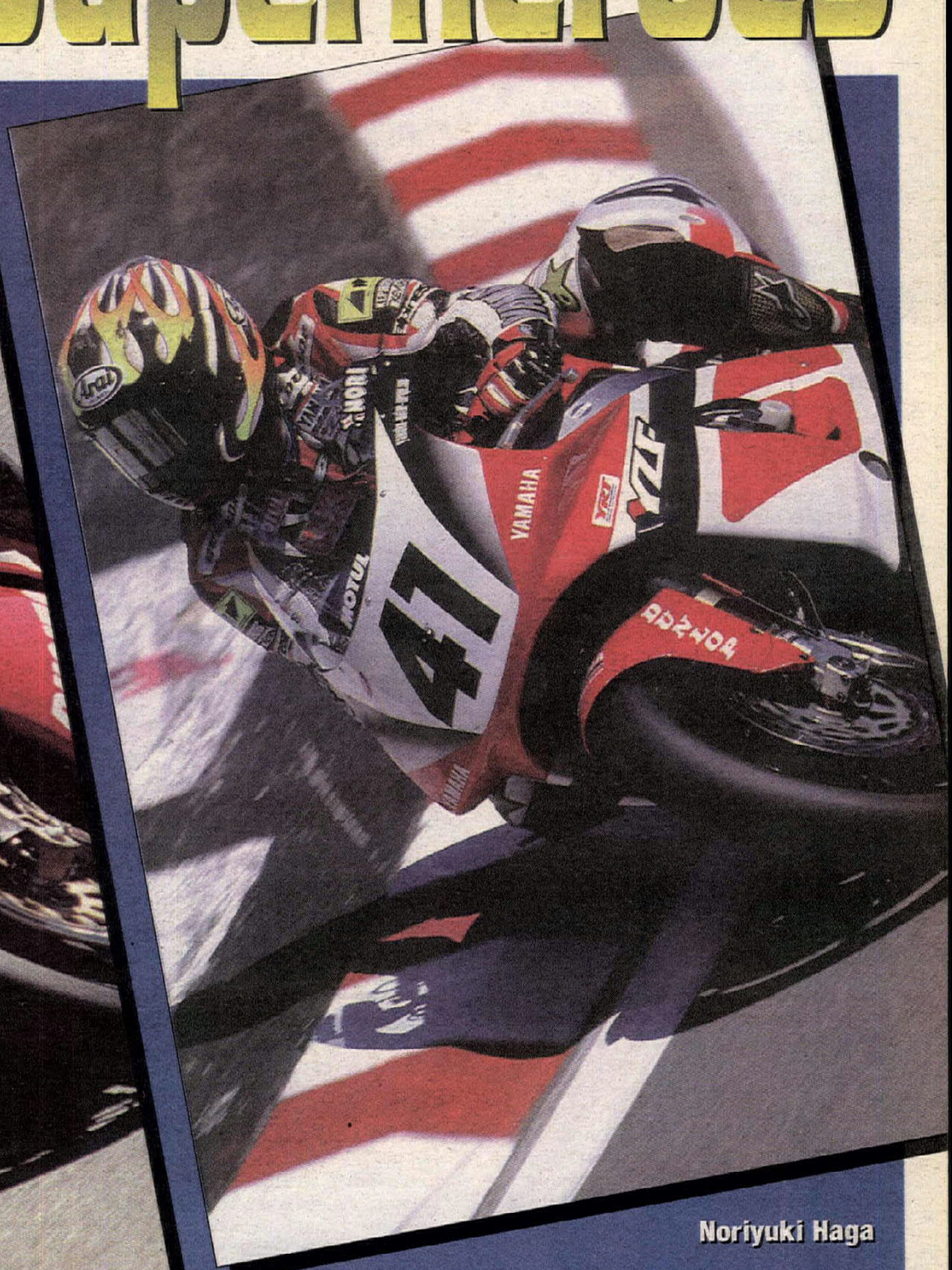
Gobert banned by FIM

Laguna's Superheroes

Troy Corser



Noriyuki Haga

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TIME DATED WEEKLY NEWS

Alessio Chiodi (Hus) increased his points lead in the World Championship 125cc MX Series after scoring the overall win at the 125cc MX GP in Launsdorf, Austria, on July 12. Chiodi won both motos to pull back a few points on the rapidly gaining **David Vuillemin** (Yam), who went 4-3 for third overall. Finishing between the two series rivals was **Alessandro Puzar** (TM), who went 3-2 on the day. Rounding out the top five were **Claudio Federici** (Yam) and **Philippe Dupasquier** (TM). In the series points chase, Chiodi now has 234 points to Vuillemin's 218. Puzar is just five points behind with 213 points. The next closest rider in fourth is Federici with 137.

Mike Lafferty (KTM) collected his fifth win of the 1998 AMA/Acerbis National Enduro Series in West Greenwich, Rhode Island, on July 12. Lafferty carded a 27 on the day, finishing with room to spare over runner-up **Fred Hoess**, who posted a 32-point score. Third overall went to **Chris Smith** (Hon), who rode and XR250, followed by **Mark Spence** (Hon) and **Jerry Madore** (Yam). Finishing sixth was former National Enduro Champion **Randy Hawkins** (Yam).

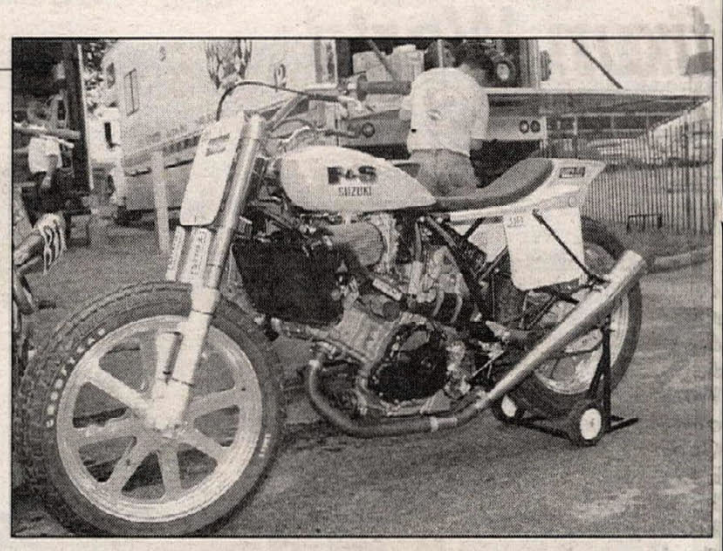
Lance Smail (KTM) won round six of the AMA Western Four-Stroke National Championship MX Series round in Boise, Idaho, on July 12. Smail won both motos, while **Robert Naughton** (Yam) took runner-up honors with a 3-4 tally. Third overall went to **Greg Schnell** (Yam), who went 4-7, while fourth overall went to **Scott Myers** (Yam). Rounding out the top five overall was **Rich Taylor** (Yam).

Joel Smets (Hbg) fought through pouring rain and several falls to lead home an International field of riders at the Kester Trophy, held in Kester, Belgium, on July 12. Smets finished the three-moto motocross event in the top spot, while **Stefan Everts** (Hon) finished second overall, and **Shayne King** (KTM) third. The format of the extravaganza, which is one of the top Internationals on the European calendar, puts the riders to the test with - at first - a traditional 40-minute moto, followed by another race where the top riders start at the back of the grid, then the final moto used a "knock-out" formula, where the last five riders at the end of each lap get the black flag.

Pro Stock rookie **Shawn Gann** (Suz) put his first win in the books at the Inaugural AMA/Prostar Street Fighter Nationals, held at Route 66 Raceway in Joliet, Illinois, July 10-12. Gann, 20, from Stoneville, North Carolina, qualified in the number-one position and continued his domination, becoming the youngest rider ever to win an AMA/Prostar Pro Stock Bike title. In the Top Fuel class, **Larry "The Spiderman" McBride** (Suz) ended his six-year streak of no wins when he defeated Tony Lang (Pum) in the final round.

Michael Taylor (Kaw) became the first two-time winner in the Toyota Canada Superbike Championship season when he won the fourth round of the series at Autodrome in St. Eustache, Quebec, Canada. **Don Munroe** (Kaw) was second, with championship leader **Jordan Szoke** (Kaw) finishing third. The Open Supersport class was also won by Taylor, with **Frank Wilson** (Hon) taking the victory in 600cc Supersport.

Morehead tests F&S TL1000 at DuQuoin Mile



They finally rode it, and it ran to beat hell.

Veteran dirt tracker Steve Morehead got the chance to swing a leg over Gary Stolzenburg's F&S Suzuki TL1000R for a quick five-lap test session after the AMA Grand National final was run on July 11. The verdict? Flat bitchin'.

"That was the most awesome attempt at a first-time dirt tracker that I've ever ridden," said Morehead, who has been a critic of the Project 2000 concept since it was annnounced over 18 months ago. "It steered like a champ and the suspension was good. Dennis Town and Gary Stolzenburg did a heck of a job on the thing."

And the motor?

"Unbelievable," Morehead continued. "I was coming off the corners and shifting it, and it would take off like a rocket. That was the first five laps that it has ever run, and already it was only one second off our 750 lap times, and the gearing was way off. If we had gotten the chance to get the gearing right, it would have beaten our normal lap times easily. I could actually run it deeper into the turns than I could on my Harley because when I rolled off the throttle, the thing would actually slow down. Of course, how long the tire would have lasted I have no idea."

The test session would seem to have breathed new life into the AMA's Project 2000 dirt track concept, which is a little less than two years from actual competition. Morehead said that he feels the program, which will make the Harley-Davidson XR750 engine obsolete in favor of production-based 1000cc engines, is very viable if the right chips fall into place.

"It can work if the manufacturers get involved," Morehead said. "Right now, there is no incentive for me to ride anything other than a Harley-Davidson, because they are the only ones paying any kind of contingency money. That shows how loyal they are; they don't have to put any money into it because everybody already runs Harleys, but they do it anyway."

Morehead said that he feels contingency - and not all-out factory race efforts - is the way to go.

"I would hope that the factories don't get involved like that (factory racing teams)," Morehead said. "These things already make 135 horsepower. Why would we need a 150-horse Yoshimura Suzuki out there? The way to look at this is, with the horsepower that this thing is making now, we could put 25 races on one before we even had to tune it up."

Exactly how the rest of the package will fall into place remains to be seen, but Morehead says that the Project 2000 idea, based upon seat-of-the pants performance, may be a good one after all.

"I was skeptical until I rode it (the TL)," Morehead said. "It impressed the heck out of me. It has more potential than any other 'pretend' dirt tracker we've ever come up with."

Former 250cc and World Superbike Champion **John Kocinski** was a spectator at the World Superbike race at Laguna Seca, July 11-12, and confirmed that he won't be racing in the upcoming Suzuka 8 Hours due to his injured pinkie finger. "I'm having surgery on Monday (July 13) with Dr. (Arthur) Ting," Kocinski said. "I'll be out until Brno (the Czech Republic round of the 500cc World Championship on August 23). I tried to ride in Holland, but I've got no grip in my left hand. I couldn't hold on. We've been preparing the skin for the surgery and it's very painful. It's no fun and I'd much rather be racing."

Dirt tracker **Davey Camlin** has started a new promotion company, **Sideways Circus**, which will be handling the promotion for the upcoming East Moline Half Mile in East Moline, Illinois. Camlin has also started a new site on the World Wide Web for the company. The address is www.daveycamlin-27.com.

FIM motocross boss Wolfgang Srb has said that the top American riders will not get the usual great **start money** they are used to in the World Supercross Championships from this year on. "It is not correct that one or two riders get so much money," Srb said. "The sport is bigger than that. Last year, Jeff Emig did not ride the last round of the series; he was leading the championship, and it (the title) meant nothing to him. We need to get the importance of the World Championship in shape, and the riders need to be put on a level field." With the likes of Jeremy McGrath and Emig being used to the extra money at the end of the cold winter events, it seems unlikely they will travel to Europe to compete, although Srb thinks otherwise. "Sure, the first few years they might not come, but the prize money will be good for the winners, and the Action Group looks like they will be giving away a red Ferrari for the championship winner. We will also be running the championship on bigger tracks than in previous years, with a probable round held in the new Paris Stadium (where this year's World Cup Soccer final was played)." Srb also mentioned a few plans for this year's series. "We already have the support of all the factory teams in Europe," he said. "Dave Grant from Honda has signed (Ezra) Lusk and (Steve) Lamson, while it seems other top Americans will also come."

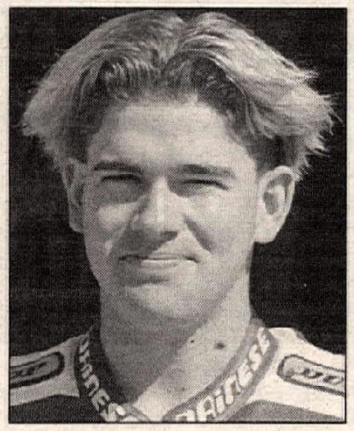
Shayne King has signed for another two years with the KTM factory. He says he will ride the company's new KTM four-stroke. "We will have a huge truck for the bikes, and I will ride the new four-stroke," King said. "I have not even ridden it yet, but by the sound of the power and weight of the thing, it's going to be awesome." King is scheduled to test the machine in the coming months. "I will cut short my holiday in New Zealand this winter and spend more time in Europe with the new bike," King said. "I want to do it correctly. I really feel like it's all starting over again. It's very exiting."

At the end of the 125cc MX World Championship round held in Borgo Maggiore, San Marino, on June 14, British rider **James Dobb** was sanctioned with a two-minute penalty added to his results in the first heat, because the noise level of his machine was found to be above the limit of 98 dBA. Dobb lodged an appeal to the International Disciplinary Courts against the decision of the International Jury. The appeal was considered acceptable and well-founded. The two-minute penalty inflicted on Dobb has been canceled, thus returning to him the seventh place of the first heat (nine points). The updated championship point standings is as follows: 1. Alessio Chiodi (194); 2. David Vuillemin (190); 3. Alessandro Puzar (180); 4. Claudio Federici (110); 5. Carl Nunn (108); 6. Luigi Seguy (102); 7. Brian Jorgensen (100); 8. James Dobb (84); 9. Alessandro Belometti (82); 10. Erik Camerlengo (71).

The saga continues: Team HyperCycle's **Carry Andrew** was on hand at the Laguna Seca World Superbike round to support and tune for his two riders, Jason Pridmore and Nicky Hayden, who were both entered in the Supersport World Series round using specially built bikes that took adavantage of the FIM's more liberal rules regarding allowable modifications. Sources said that Andrew had checked with the FIM and was told he could be on site, but when the AMA officials discovered him at the event he was told to leave, per his season-long ban from attending AMA National road races. On Saturday Andrew told team manager Lance Holst by telephone that he had decided that he wanted to withdraw Pridmore's and Hayden's entries in the World Supersport event in retaliation for the AMA kicking him out of the venue. According to Holst, it was Andrew's understanding after a conversation with the FIM's Steve Whitelock that he could be present since he was running FIM-spec bikes at an FIM event. However, when Whitelock was approached Sunday afternoon, Andrew never having been readmitted, Whitelock said, "The FIM's official view is that this is organized by the AMA and that they have an ongoing thing with a member and they are entitled to do that. They are the organizer. They are organizing the event on behalf of FIM. They are the Federation member nation and therefore they have the right to choose."

Castrol Honda spent a little money on motorcycle parts during their weekend at the Laguna Seca round. Both of its

Gobert banned from World Superbike



While the rest of the World Superbikes circulated around Laguna Seca Raceway in the first official practice session for the World Superbike race on July 10, Anthony Gobert was getting into a rental car with his mother, Sue, and heading to his hotel, the Vance & Hines Ducati rider having just learned that he'd been denied entry to the most important U.S. superbike race of the year after failing an FIM-issued drug test.

The urine test, which was issued on July 1, came back with positive results, showing that Gobert had traces of marijuana metabolite in his system, this according to a press release issued by Vance & Hines Ducati team owner Terry Vance on Saturday, July 11.

"Anthony Gobert has been denied entry for the World Superbike round at Laguna Seca Raceway due to positive results of a drug analysis taken July 1," the release stated. "Results that were communicated to Vance & Hines Ducati on July 10 indicated positive presence of marijuana metabolite. Vance & Hines Ducati regret the incident that will nullify the efforts of the entire team and expectations of fans for the World Superbike Laguna Seca Raceway event. Vance & Hines Ducati will require Anthony Gobert to undergo new testing in the upcoming week to insure negative results before participating in the upcoming AMA Mid-Ohio round, July 18-19."

"I don't think I should say anything right now," Gobert said as he prepared to depart the facility. "It's really disappointing. I'm going back to the room, and I'll go to the gym to release some stress."

This marks the second time in two years that the Australian Gobert has run into problems with failed drug tests. The first test, issued by the Lucky Strike Suzuki team, led to his firing in the middle of the 1997 Grand Prix season. This one leaves not only his international racing future in limbo, but also his standing in the AMA Series.

Merrill Vanderslice, the AMA director of professional competition, was on hand for the Laguna Seca round and stated that the AMA would be looking into the matter. The next round of the AMA Superbike National Championship, meanwhile, will be held July 18-19 at the Mid-Ohio Sports Car Course in Lexington, Ohio.

"We're looking into it heavily right now," Vanderslice said on Friday, July 10. "There are definitely some issues to address, but that's all I know right now."

When questioned in a post-qualifying Ducati press conference on July 11 about Gobert's AMA future, Vance said: "As far as the AMA is concerned, that is a question that they would have to answer. As far as the future, I don't know what the AMA will do to Anthony as far as any kind of penalty or things like that, because this is considered the same as an AMA event. As far as the FIM goes, they denied his entry for this event, and what they do for the future... I'm sure they'll meet and make some sort of announcement regarding that.

"We're very disappointed, naturally, because there is no justification or excuse for a situation like this. Twenty people have been working solid for a month for this to put us in a situation where we can race with some of the best riders in the world, so we were really anticipating this event."

As for Gobert's relationship with the Vance & Hines team, Vance said, "We really haven't discussed the rest of the season because this came as a pretty big surprise to us. We figured for damage control we'd handle this weekend first and beginning on Tuesday of next week (July 14), when we meet, we will start to talk about what's going to happen this weekend. Our truck leaves from here to go to Mid-Ohio, so we're going there on the premise that we will be competing there this weekend.

"I hope everyone can understand, we have months of equity in our program and have worked very hard to get to this point," Vance added. "So whatever the FIM or the AMA tells us, we're going to abide by. All we can do is keep working as hard as we can. This was a situation that we understood from the beginning. We knew that Anthony was a rider who was in question when it came to these kinds of things, and we were in a position where we felt we needed to beat the riders here in the United States - and Anthony was really the only logical choice that we had. Honestly, up to this point everything has gone really well. We were taken by surprise by this as a team."

Strangely, Gobert knew that he'd be tested at some point prior to the World Superbike race - because he'd been told so by the FIM. At its Fall Congress in Athens, Greece, last year, the FIM issued the following statement: "It was reported on the situation of rider Anthony Gobert, dismissed by his team following a positive drug test. That test was not carried out by the FIM, but by the team. In order to assure the riders who would be susceptible to run against Mr. Gobert in 1998, in the case where Mr. Gobert participates in an FIM Championship or Prize event, he should be controlled before the event, for the whole season."

Still, Gobert smoked marijuana in June, following his third-place finish in the AMA Superbike National at New Hampshire International Speedway, according to a release that Gobert issued on Sunday, July 12 at Laguna Seca.

"I was wrong," the release stated. "Just plain wrong. I did have a smoke after Loudon, in celebration, which I didn't realize would be considered a serious problem by the FIM. I would never do it before or during a race, because racing is everything to me, and I know that I have disappointed a lot of people, most of all my fans and my team. But more than that, I am personally devastated about all this. I never thought this would happen. I hope everyone will chalk this up to a true mistake in judgement, and give me another chance to bring home victory to Terry Vance, Vance & Hines and Ducati."

The release went on to quote his mother, Sue Gobert, as saying: "Anthony was shattered by the turn of events at Laguna. Anthony's racing career is the single most important thing in his life. All he wants to do is put this behind him and regain the respect of his fans and his fellow racers as the excellent rider and person he really is."

Ironically, several eyewitnesses saw Gobert consuming alcohol on both Friday and Saturday nights at the Blue Fin, a popular nightclub in Monterey, California, showing little in the way of remorse.

Naturally, the failed drug test was the talk of the paddock at Laguna Seca. One of the more vocal was Castrol Honda's Aaron Slight. At the end of his team's post-qualifying Castrol Honda press conference, the New Zealander posed a question to the throng of journalists in the media center: "I heard on Thursday that Gobert was put out through a drug test, and I haven't heard anything since. Why isn't anybody reporting on this? Why does this guy get off scot-free and why does he get to race against the Americans in two weeks' time (actually one week... editor)? I think that the American officials need to take a stance and I think the riders should. The guy has failed a drug test - this is not a small matter. Why is this guy going to come back and race? I think the FIM is trying to protect the series by saying that we don't have these people in the series. We've got a bad person in the series; why does he get to start?"

Yoshimura Suzuki's Mat Mladin also had a comment on the situation.

"To tell the truth, I think after his second failed test, I think Ducati would be smart to release Anthony from his duties," Mladin said. "I think it's absolutely ridiculous. I know there's an AMA championship at stake, but that's egg on the face at the highest possible level and these guys are just going to let him ride their motorcycle because all they're thinking about is an AMA championship. That's the only reason. If Anthony was 100 points behind in the AMA championship, would the story be different? Would they have said, 'See you later?' Unfortunately, for Anthony, everybody knew what he was up to and it's just unfortunate that he was so stupid. If he wants to play his games and do his stuff that he does or whatever he's doing, then don't be so stupid. They even told him he was going to get drug-tested. It's crazy. There's nothing wrong with smoking a joint, I guess. I've never touched the stuff and I don't even drink - but there's nothing wrong with it in its place, I suppose. But when you're on the race track, you don't need to be out there with people smashed off their face. All it is is a big waste of talent - that's all it is. What it's done for his career, I don't know."

"Obviously, life's too easy," team owner and former three-time World Champion Wayne Rainey said when told of Gobert's failed drug test. "He's got a job to do and he's not being professional about it. Guys like that have such an opportunity and such a talent. It just gives the sport a bad image and a bad name. Basically, the guy screwed up and he can screw up his whole life. He's going to end up being the loser in the whole thing. It's too bad. From what I hear, he knew he was going to be tested. If you've got such a problem... Well, you shouldn't be racing bikes. They're dangerous enough without having all this extra stuff floating around and making decisions for you. I think it's a real shame."

Paul Carruthers

Supersport World Series riders crashed out of the race, which in itself is bad enough. The significance of those two crashes, though, was that it was number nine and 10 for the team on the weekend. James Toseland crashed four times over the course of the weekend and Kirk McCarthy had three crashes. Superbike rider Colin Edwards II crashed in turn four on the last lap of regular qualifying, about which team manager Neil Tuxworth said, "The engine was smashed, the frame, the fork... I've never seen it so bad." Then Edwards crashed on his flying lap in Superpole, though the damage wasn't nearly as bad. Aaron Slight then crashed on the restart of the first World Superbike race.

Suzanne Fowler, wife of motocrosser **Terry Fowler**, died Sunday, July 5, in a boating accident on Lake Havasu in Arizona. In addition to her husband, Suzanne Fowler is survived by her daughter, Britni, her mother, Rachel McGhee, her father, Larry McGhee, her brother, David McGhee and her sister, Lisa McGhee. Cards and letters can be sent c/o Sunset Paint & Body, 15950 Walnut Street, Hesperia, CA 92345.

Late night TV talk show host **Jay Leno** has announced he will serve as the Grand Marshal of Love Ride 15, the largest motorcycle fund-raising event in the world, on November 8. Leno will lead a pack of 20,000 motorcyclists on a 50-mile caravan from Harley-Davidson of Glendale (California) to Castaic Lake in the Santa Clarita Valley. The official registration kick-off party will be held on Saturday, August 29 from 11 a.m. to 3 p.m. at Harley-Davidson of Glendale. The kick-off will feature a concert, barbecue, displays of the 1999 Harley-Davidson motorcycles, and special guest appearances. Legendary rock artist Stanley Mouse, the pioneer of the '60s psychedelic concert posters and designer of the Grateful Dead's skull-and-roses icon, will unveil his original canvas for the Love Ride 15 poster. Limited-edition, signed copies of the poster will be available for $10. The 15th annual event will raise an estimated $1.25 million for the Muscular Dystrophy Association and other charities. For more information on Love Ride 15, call 818/246-5618.

Traveling pro MX racers might want to check out the **Lake County Fair Stadium Motocross** in Grayslake, Illinois, following the July 26 Troy (Ohio) National Motocross. On Wednesday, July 29, and Thursday, July 30, a guaranteed $13,000 cash purse and $20,000 in manufacturers' contingency from Yamaha, Suzuki and Kawasaki, will be up for grabs in certain classes. Also, Valvoline will sponsor the Dash For Cash with a $500 payout for first and paying back through fourth place. Also, to help pay for your expenses, Up Front Promotions is offering a Rent-A-Racer program that will try to hook riders up with local businesses for these events. All money received from local sponsors (except for event entry fees) goes directly to the riders for gas, motels and expenses. For more information, call Bill Sparks at Up Front Promotions at 815/538-7744. These events are pre-entry only. CN

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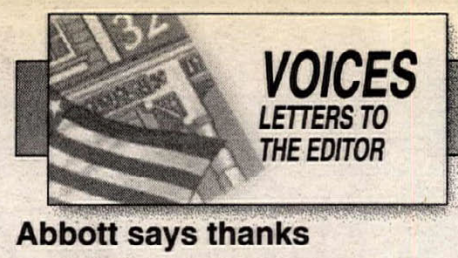

VOICES
LETTERS TO THE EDITOR

Abbott says thanks

How many professional athletes can say they've experienced true sportsmanship? On June 27th, during the Mesquite Best in the Desert race, I experienced this firsthand.

Very few people know that during the race, with 40 miles to go, I crashed and was knocked unconscious. I don't remember much of that day, but one thing that was brought to my attention was the willingness of fellow competitors to give up their race to assist me.

The riders I would like to recognize are Brian Brown, Nick Pearson and Donnie Book. I would also like to thank everyone else who stopped - the Best in the Desert officials, Team Green, all of the pit crews, and spectators.

I would like to be able to thank everyone by name, but there are too many to list.

The main point of this letter is to make riders aware that there are more important things than winning, as these riders showed. We all need to realize that we're not just competitors, we're a family, and that's what racing is all about.

Destry Abbott
Kawasaki Team Green
Peoria, AZ

Thanks, Team Green

I want to publicly thank Reid Nordin of Kawasaki's Team Green for giving us permission to use Destry Abbott, one of Kawasaki's star off-road riders, at the recent Pikes Peak Hillclimb, July 4.

Abbott rode for us in 1996 and '97 prior to his signing with Kawasaki for the '98 season. Our original 250cc rider had just started a new job and couldn't make the event. I called Reid and asked him if there was any chance we could use Destry for this event. He called me back a couple of days later and said yes.

Again, we thank Reid and Kawasaki for their generosity. That's what I call good sportsmanship.

Incidentally, Destry won the 250cc class (at Pike's Peak).

Gary Vosburg
Vosberg Racing
Las Vegas, NV

Incredibly stupid

In response to recent letters in *Cycle News*, first let me say the fact that air-quality issues are even a factor in GP racing, or dirt bikes for that matter, is so incredibly stupid it boggles the mind. The amount of bikes, and the amount of racing being done with them, contribute such a minuscule amount of smog when compared to everything else that it's immeasurable and insignificant.

Second, the exoticness of the machines, and the level of racing they are capable of, are exactly what makes GP racing so exciting. The fact that little relates to what is sold to the public means nothing. Little about Funny Cars relate to what is sold to the public, but people still enjoy watching them, don't they?

Regardless that these (GP) bikes are two-strokes, as much, if not more, of this technology still finds its way to production. Aerodynamics, weight-saving techniques, chassis, ignition technology, wheels, tires, suspension, and so on, are all still applicable. Two-stroke technology is only thought to be at an end because of all the people who take it for granted that nothing can be done. Bimota makes a street-legal 500cc V-twin two-stroke that is smog-legal in every country in the world, including California.

Everyone thought street-legal two-strokes were dead before, but Yamaha continued to make them years longer up until the last RZ500. If everyone threw a fit over the demise of two-strokes rather than rolling over and playing dead, the factories could and would do what needs to be done to make them. Four-strokes are heavier, more complicated, have more moving parts, are more expensive, more difficult, and more time-consuming to rebuild or repair. Most importantly, they're slower. That's why it takes a four-stroke twice the displacement to be competitive with a two-stroke.

I for one would get nothing from watching Mick Doohan race my street bike, or anything resembling my street bike. Four-strokes suck, and I'm tired of having pencil-pushing executives from the factories and old men from sanctioning bodies who don't even ride and only care about money ramming unwanted rules down my throat without me having any say in it.

L. Greer
Upland, CA

Always a professional

Trying to put true heartfelt feelings into a few short words is a very tough task to manage, so I will simply say that on April 24, 1998, Bruce Zimmerman passed away from a heart attack while training at his home in Manahawkin, New Jersey.

In his 37 years, Bruce spent over 25 of them sitting on one kind of motorcycle or another. Next to his family and friends, his passion for the sport of motocross was unsurpassed. Rain or shine, first place or last, on two wheels or on his head, the same happy-go-lucky yet true professional always came shining through.

My deepest sympathy goes out to his family and loved ones during this time of great loss. I hope some comfort can be found in knowing that each life Bruce touched, the same feelings have been felt by all. Bruce was and always will be the nicest guy I ever met.

Godspeed, Bruce, you will be truly missed but never forgotten.

Tom Mulvaney
Bricktown, NJ

We found him

It's now almost halfway through July, and I feel I've been most patient.

I've read all the coverage on the 1998 GNC Dirt Track Series, but I have seen no mention of him. What happened to the career of one of the best and brightest of the last few years?

Where the hell is Kevin Atherton?

Gregory Saulter
Edison, NJ

We featured an interview with Kevin Atherton in last week's issue (Issue #27, July 15). In that interview, Atherton reveals what he has been doing and why he has not been racing. In a nutshell, Atherton says he's tired of racing and is at home in Charlotte, North Carolina, just relaxin', hanging out with his friends and being a normal guy...Editor.

Letters to the editor should be sent to Voices, Cycle News, P.O. Box 5084, Costa Mesa, CA 92628-5084, faxed to 714/751-6685 or e-mail, editor@cyclenews.com. Published letters do not necessarily reflect the position of Cycle News, Inc. Letters should not exceed 200 words and all letters are subject to editing. Anonymous letters will not be considered for publication. All letters should contain the writer's name, address and daytime phone number ... Editor.

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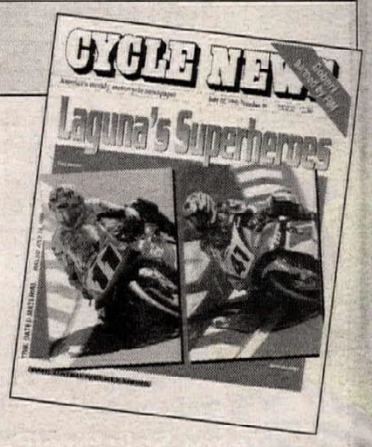

ON THE FRONT COVER

Ducati's Troy Corser and Yamaha's Noriyuki Haga each came away with a victory in the Laguna Seca round of the World Superbike Championship. Photos by Henny Ray Abrams and Gold & Goose.

NOTHING LIKE RAGIN' OVER THE FOURTH OF JULY WEEKEND.

Jeff Emig and Ricky Carmichael both finish 1-1 at Round 6, AMA National Motocross. Red Bud Track 'n' Trail, Buchanan, MI

As if the holiday weren't enough reason to celebrate, Kawasaki riders Jeff Emig and Ricky Carmichael totally spanked the competition at Red Bud. Both defending champions turned in perfect 1-1 results in their respective classes. It's the fourth time Ricky has snatched up the trophy for Team SplitFire/Pro Circuit/1-800-COLLECT/Kawasaki out of the six times he's raced his KX125 this year. And Jeff's aggressive performance for Team Kawasaki reminded fans exactly why his KX250 sports the number-one plate. The fireworks may be over, but with these two around, it'll be a long while before the smoke settles.

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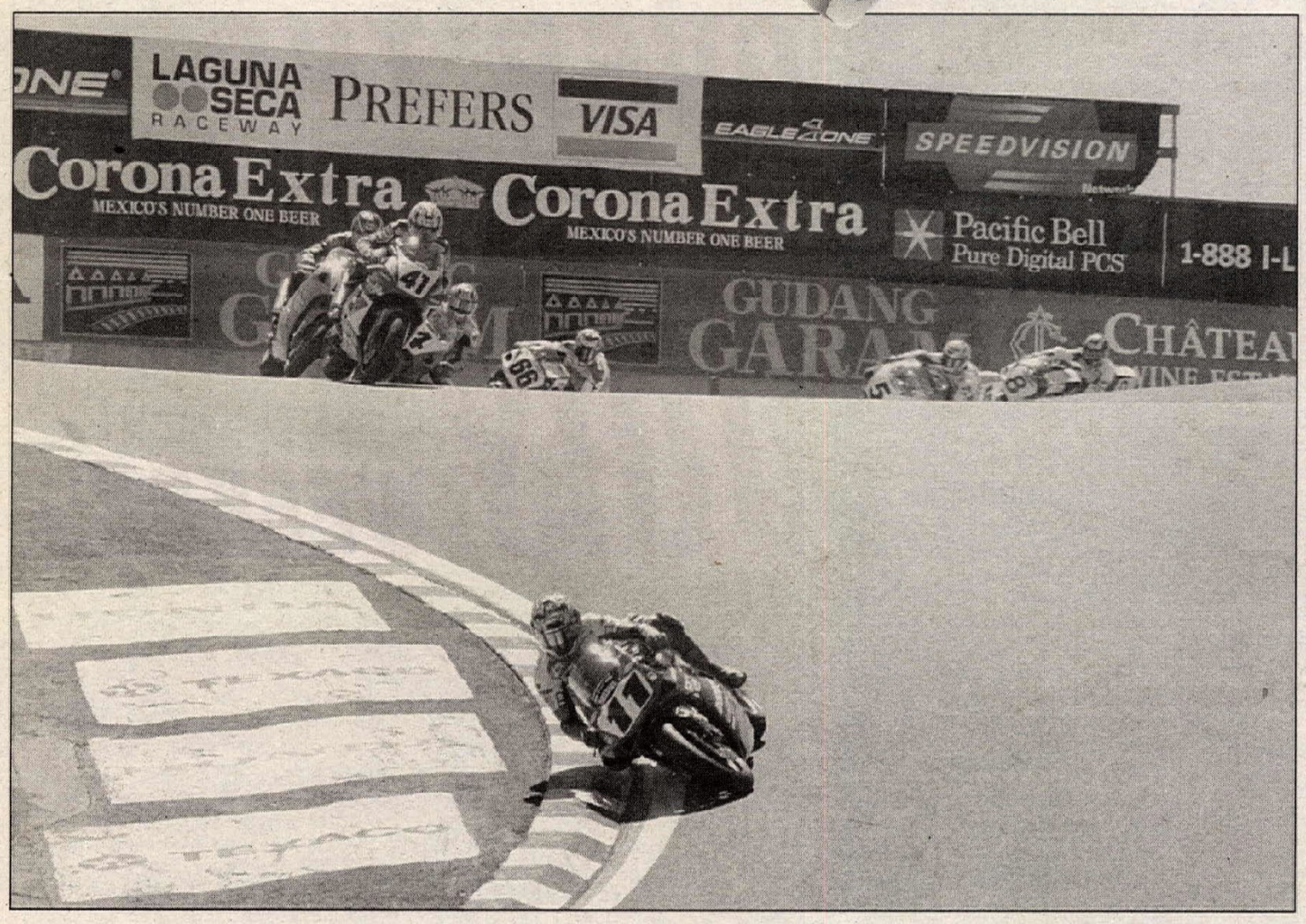
Always wear a helmet and appropriate apparel.

Strange day



It didn't take Troy Corser (11) long to motor away from the field in the first of two World Superbike races at Laguna Seca Raceway. The Ducati rider led from the start and was never headed en route to winning the incident-shortened race. Noriyuki Haga (41) and Doug Chandler (hidden) give chase.

By Paul Carruthers
Photos by Henny Ray Abrams

MONTEREY, CA, JULY 12

There may have been no single race with greater effect on two championships than the first of two World Superbike races held at Laguna Seca Raceway today.

Two horrific crashes led to the stoppage and ultimate shortening of the first race, and those two crashes may have a lasting impact on what was a tight battle for the World Superbike Championship. These incidents may also have a significant impact on the AMA Superbike Championship as well.

It was a case of just when you thought things couldn't get worse, they did. Much worse. And those incidents partially overshadowed the stunning performances turned in by Ducati ADVF's Troy Corser, Yamaha's Noriyuki Haga and American Honda's Ben Bostrom - in his World Superbike debut.

First the bad stuff.

The weekend started with the news that Vance & Hines Ducati's Anthony Gobert was denied entry for the race after failing an FIM drug that was given two weeks prior to the race (see "In The Wind"), putting Gobert's immediate racing future in question.

When racing actually began without the Australian, things didn't get any better. The first race was red-flagged after just 12 of the scheduled 28 laps when Muzzy Kawasaki's Doug Chandler and Kawasaki World Superbike's Akira Yanagawa were involved in an horrific accident in the Corkscrew. To make matters worse, the restart featured a six-rider chain-reaction crash right off the start line that left motionless bodies and motorcycles strewn all over the race track. It was bad enough to cause the FIM to completely cancel the rest of the first leg, with the results being based on the running order after 12 laps and with half-points being awarded to the finishers.

Though some of the injuries were severe, it could have been much worse. The most seriously injured were Yanagawa and Italian Piergiorgio Bontempi.

Yanagawa was transported by helicopter to San Jose Medical Center, where he was listed in critical but stable condition on Sunday night with possible spinal injuries. He was conscious, however, and a CAT scan revealed no head injuries.

Bontempi, meanwhile, was transported to Community Hospital of the Monterey Peninsula with a moderate concussion, possible internal head injuries, bilateral wrist fractures and a bruised back. Bontempi was unconscious for approximately 10 minutes after his crash and was listed in stable condition on Sunday night. According to track representatives, Bontempi has no head injuries but was scheduled to be moved to the intensive care unit on Sunday night to be operated on for bleeding related to his back injury.

Chandler ended up with a laceration on his right knee and a possible hairline fracture of his right ankle. He was scheduled to see Dr. Arthur Ting in San Francisco on Monday morning for further checks. It isn't known what effect the injuries will have on Chandler when the AMA Superbike Series resumes this Friday with practice for the Mid-Ohio round.

Castrol Honda's Aaron Slight, who was involved in the six-rider crash on the restart, suffered a deep cut to his lower right leg, severe bruising on the bottom of both feet, and a bruised right arm. He didn't make the start of the second leg and lost his lead in the World Superbike Championship point standings to Corser. He will also likely be forced out of the Suzuka 8 Hours in two weeks, and he is hoping to be fit for the next round of the World Superbike Series in England in three weeks.

Others involved in the start-line melee were James Randolph, Igor Jerman, Rich Oliver and Frederic Protat. Of those, all escaped without much injury except for Randolph, who ended up with a fractured left index finger and a fractured right fifth finger.

The actual racing was good, though no one could match Corser in the first race. The Australian led from pole position right off the start and steadily drew away from his pursuers. By the 12th - and ultimately final - lap of the first race, Corser was some 7.5 seconds ahead of the battle for second between Yanagawa and Chandler, and there was no way he was going to be caught.

With Yanagawa and Chandler heading into the Corkscrew on the 13th lap, the right handlebar on Chandler's Kawasaki broke off in his hand and - without the benefit of a front-brake lever - he was forced to lock the rear wheel in a vain attempt to get the bike stopped. What followed was horrific as Chandler's bike went sideways and out of control, with both he and the bike plowing into the back of an oblivious Yanagawa as the Japanese rider was turning into the Corkscrew. Then Bostrom and Ducati's Carl Fogarty came into the Corkscrew side by side, somehow making it through the dirt and debris unscathed.

Ducati's Pier-Francesco Chili and Kawasaki's Neil Hodgson weren't so fortunate, however, and they both crashed without injury in the mess left behind by the incident.

The race was quickly stopped and restarted after a lengthy delay while Yanagawa was attended to and the debris was cleaned up.

Then the race was restarted, and the awful start-line crash followed almost immediately. The incident started with a chain-reaction crash that gained momentum when Slight and Yoshimura Suzuki's Aaron Yates came together, with Slight going down. The rest went down as they tried to avoid the fallen Slight, and along came Randolph, his view of Slight's sliding RC45 blocked as he shot up the front straight. The Californian went straight over the top of the crashed Honda and he and everybody else eventually came to a stop on the front straightaway.

At that point the race was stopped for good and scoring reverted to the positions at the end of the 12th lap. Thus Corser took his first World Superbike victory of the season. Second place went to the injured Yanagawa, with Chandler, Bostrom and Fogarty rounding out the top five finishers.

Suzuki's Jamie Whitham, Chili, Slight, Hodgson and Yamaha's Jamie Hacking were credited with sixth through 10th.

"It's sort of a win, but it's not the way I wanted to win the race," Corser said. "I still would have won the race anyway."

With the crowd still partially stunned over the proceedings from the first race, the second race went a long way toward making things right again. Corser and Haga battled for the entire 28 laps, with the Japanese phenom ultimately taking the win after running into Corser on the penultimate lap on the run up the hill to the Corkscrew. Corser didn't crash, but his clutch lever was bent to the point of being useless and his chances of retaliation on the Yamaha rider were dashed.

Thus, Haga scored his fourth win of the season, leaving Corser to finish second.

Behind those two came a thrilling three-way battle that lasted the full distance. The war ultimately went to Bostrom, who topped series veterans Chili and Whitham in an impressive display for the virtual superbike rookie.

"It is so cool," Bostrom said. "Every week when it's on, I watch it on Speedvision and I was really looking forward to this round. In the first race I was really bummed because I thought we had a good shot at getting second. Foggy and I were slowly catching up to Dougie (Chandler) and Yanagawa and I thought, 'This is going to be a scrap for second place.' But it was just real unfortunate to have them fall. And then they canceled the second start and I was really bummed. I thought with just 15 laps I was just going to dirt track the thing all the way around and hammer the tire. I knew it'd go 15 laps wide open. This is a dream come true right here. I'm really excited."

Hodgson ended up sixth, with Hacking an impressive seventh. The seventh went with Hacking's first-race 10th, giving the youngster two strong finishes in his World Superbike debut.

"I had a ball; that was awesome," Hacking said at the end of the day. "We learned a lot. It was really fun. In the second race, it was Haga and Scott (Russell) out front and me in third - three Yamahas up there. I had a big ol' grin on my face. Then I moved up to second when Scott crashed and I'm like, 'This is unbelievable. This is cool.' It's a different pace. These guys go at it."

Suzuki World Superbike's Peter Goddard, Gattolone Racing's Alessandro Gramigni and Castrol Honda's Colin Edwards II rounded out the top 10. Edwards had a tough weekend, wrecking his number-one bike in a turn-four crash on Saturday morning, then crashing his backup bike during Superpole on Saturday afternoon.

Corser gained the most on the day via his 1-2 tally and he now leads the championship by 27.5 points over Slight, who didn't start the second leg, 241.5-214. Chili jumps to third in the series standings with 211.5 - three points better than Fogarty, who didn't finish the second race due to a fuel-line problem on his Ducati. After a miserable day at Laguna Seca, Edwards sits fifth in the point standings with 195.5 points.

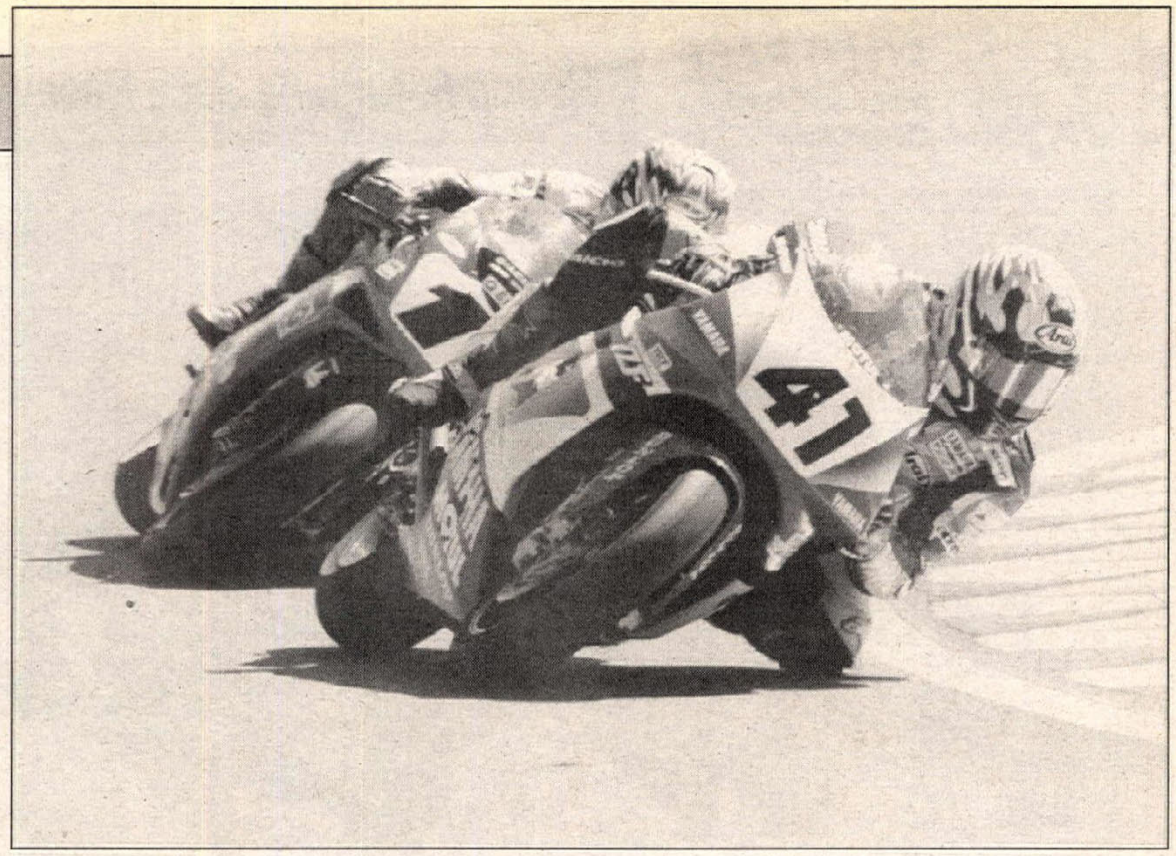
"I'm happy to be back on top," Corser said of his championship lead. "It's unfortunate for Aaron (Slight). It's not good to see any of the top riders go out with an injury, particularly when the championship has been so close and it's so much fun out there racing. But we'll go to the next race and hopefully have a good race there. I like Brands Hatch, and the Ducati works good there and so do the Michelins."

Among the notables who didn't fare well at Laguna Seca were Yoshimura Suzuki's Mat Mladin and Yamaha's Scott Russell. Mladin was running near the front when his engine blew up on the second lap of the first leg, and then he pulled off after running straight in the Corkscrew in the second leg.

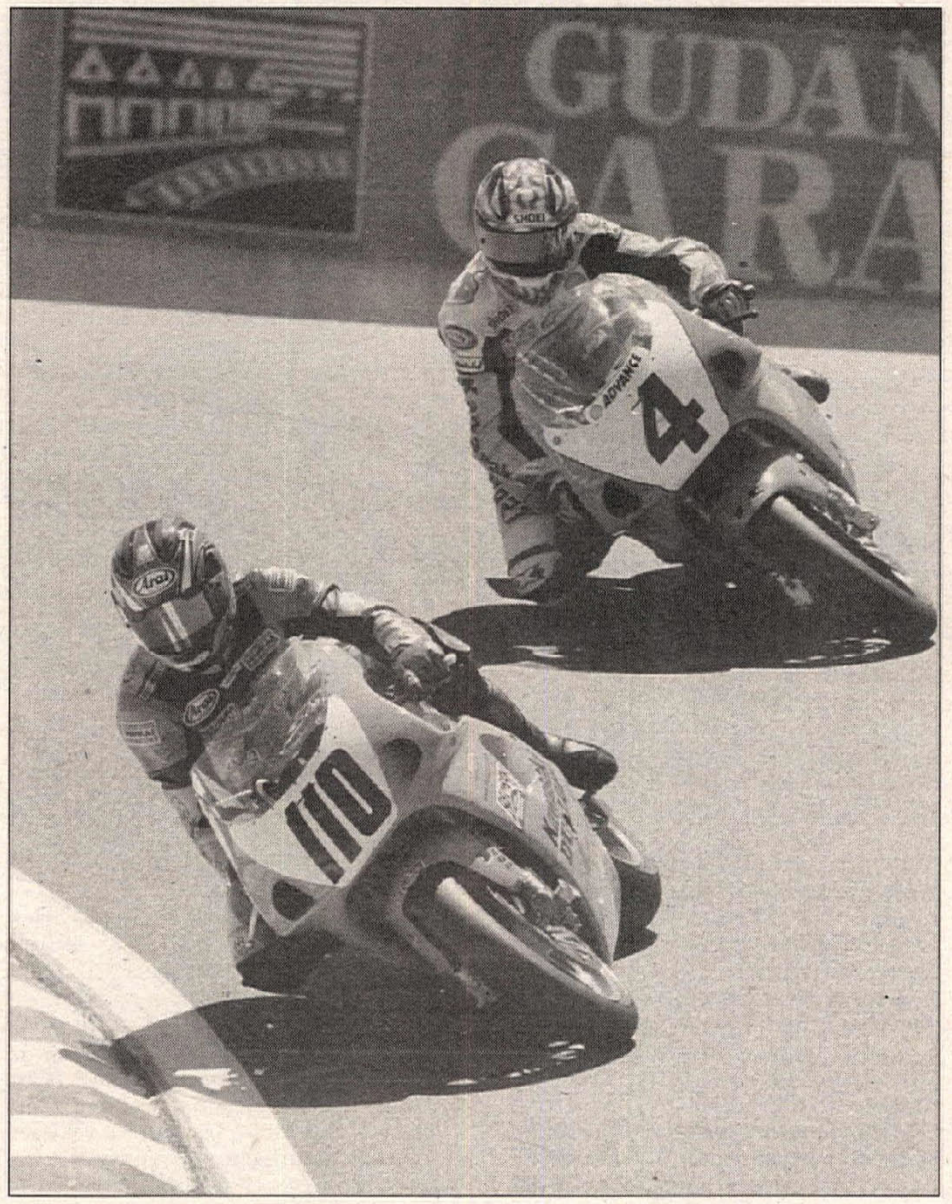
Russell, meanwhile, ended up a lowly 15th in the first leg. The Georgian then jumped the start to lead the second leg, was given a stop-and-go penalty sign two laps later, then crashed in turn three while running second to his teammate Haga.

RACE ONE

It was Mladin who got the best jump when the lights flashed green to start the first of two legs of World Superbike racing, but his lead was short-lived as Corser blasted past on the outside on the entrance to turn two. As it turns out, things would only get worse for Mladin and his race came to a stop on the front straight to end the second lap - the Suzuki having dropped a valve.



(Right) Corser had his hands full in the second leg with Haga (41). The Japanese star battled throughout the race with Corser and eventually beat the Australian to the flag. (Below) Doug Chandler (110) and Akira Yanagawa (4) battled for second place in the first leg after Haga crashed. Then the pair were involved in an horrific crash on the 13th lap. With the results being based on the running order after 12 laps, Yanagawa was credited with second place, with Chandler getting third.



"It blew up again," Mladin said later. "That's three (races) in a row."

When asked if he'd start the second leg, Mladin said: "I don't know and I don't care. I'm sick of it blowing up."

But Mladin wasn't the first to go. That honor went to Haga, who crashed in turn 11 while running second on the second lap.

"I got a good start behind Corser-san," Haga said through an interpreter. "And I tried to stay behind him. Looking at the data, the cornering speed into that corner was the fastest cornering speed, so it just gave away. That was very stressful and I'm not happy with that first race."

Things settled down from there, with Corser steadily pulling away. By the time they'd finished three laps, the Australian was 2.2 seconds ahead of Chandler, who was feeling pressure from Yanagawa. Then there was a gap to Hodgson, Whitham, Bostrom, Fogarty, Slight, Chili and Hacking. Behind them came Edwards, riding hard to make up for his poor starting position and a mistake that cost him even more time. He would end up 11th.

"I just made mistake after mistake as I tried to catch everyone in one go," Edwards said. "I pulled back the gap to the guy in front at one point, then made another mistake. We've got a few ideas for race two, including a change of front tire."

By the fifth lap, the race up front was for all practical purposes over. Corser was simply gone, having pulled a gap of 3.9 seconds on the Chandler/Yanagawa battle. Behind the all-green fight for second came a tightly knit bunch that included Bostrom, Hodgson, Whitham, Fogarty, Slight and Chili.

It was on the 13th lap that all hell broke loose in the Corkscrew, with Chandler collecting Yanagawa. Then Chili and Hodgson crashed in the debris, bringing out the red flag.

Much to his surprise, Bostrom somehow made it through. Ditto for Fogarty.

"That was scary," Bostrom said. "I was passing Fogarty going into the Corkscrew. We came over the hill and there was shit flying everywhere. I couldn't see and we went in there side by side. We both lost the front in the dirt and I thought we were both going to high-side. It was just luck."

Hodgson wasn't so lucky.

"On the approach to the Corkscrew on lap 13, the first thing I saw was a cloud of dust," Hodgson said. "I was completely unsighted; there were stones on the track and the next thing I knew I was in the gravel trap."

The restart lasted less than 100 yards. That's when the chain-reaction crash started.

"Aaron Yates took my handlebar away from me and I was down," Slight explained. "I was sliding along the ground, thinking I'd got away with it, then I just heard 'boom, boom, boom' as everyone hit me. I was sure I'd broken some bones in my feet, but the X-rays show they're okay. My right leg has a big gash, but they've stitched that up now. I can't see myself racing again until Brands Hatch in three weeks' time."

Slight was one of the first to get up, while Oliver, Randolph and Bontempi lay motionless on the race track. In the end, Bontempi was the only one who suffered serious injury.

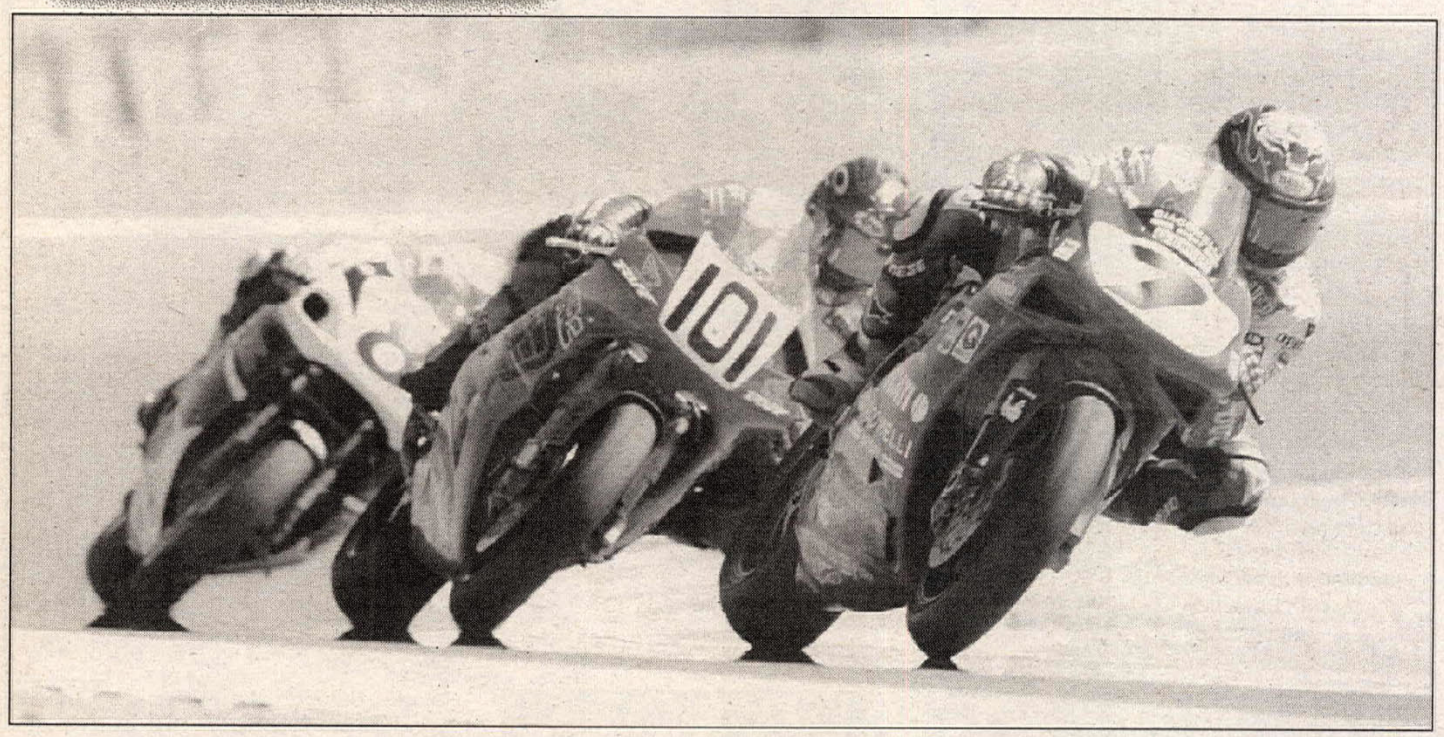
The race, meanwhile, was naturally stopped. And this time it wasn't restarted.

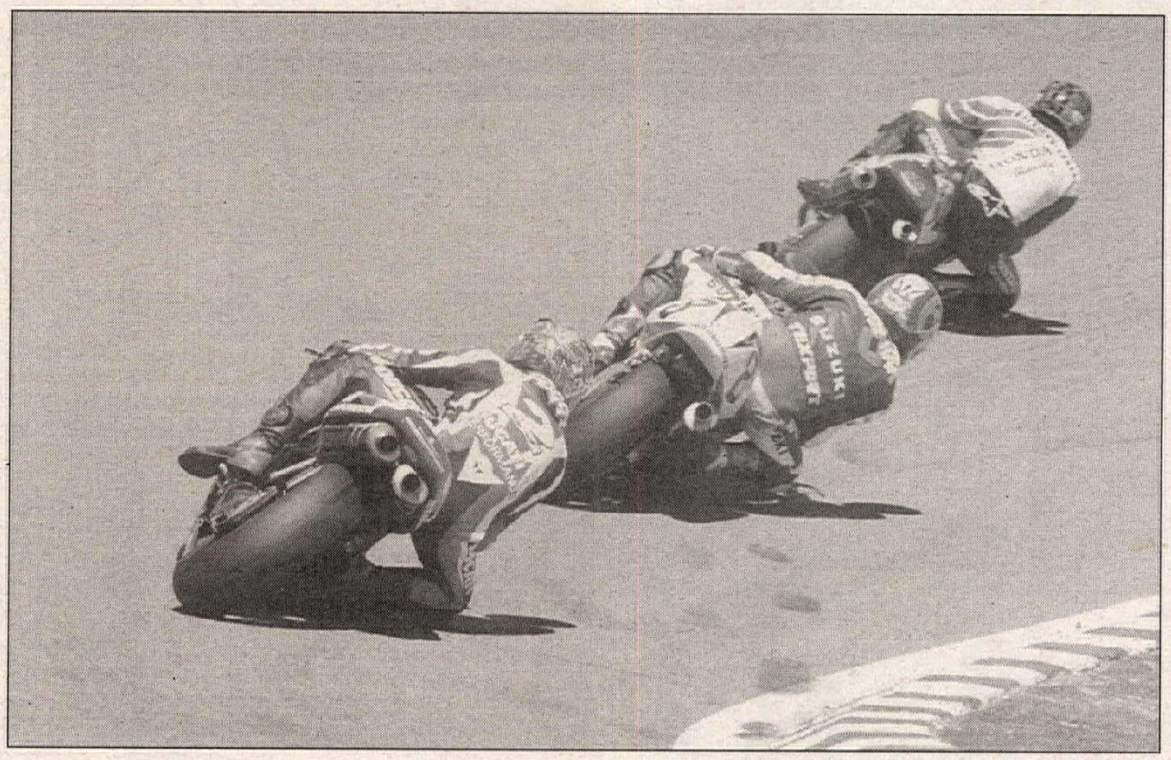
RACE TWO

The second race ended up breaking into two battling groups up front: Haga vs. Corser and Bostrom vs. Chili and Whitham. The rest of the pack was fairly strung out and the racing was uneventful. Those five, however, made it all worthwhile and the racing helped erase some of the bad memories of the first leg.

And the start featured a huge shot in the arm to anyone who is a fan of Scott Russell. Following his dismal first-race showing, Russell seemed hellbent on doing something in the second race. At the flash of the green light, the Georgian

Round 8: Laguna Seca Raceway





(Above) Pier-Francesco Chili (7) tries in vain to fend off the new kid on the block, Ben Bostrom (101), in their battle for third in the second race. Suzuki's Jamie Whitham (8) gives chase.
(Right) Bostrom holds off Whitham and former World Champion Carl Fogarty in the first leg.

blasted from his fourth-row starting spot and led the way into turn two. He'd jumped the start, but it still caused a buzz in the crowd as he led the way into turn three for the first time, followed by Mladin and Haga.

Haga got around Mladin - with a little contact included - and set out after his teammate. Prior to the end of the second lap, Haga went by Russell on the inside of turn six to take the lead. Hacking also made a move, and when they crossed the stripe to end the second lap, there were three Yamahas up front: Russell, Haga and the blue YZF750 ridden by Hacking.

That lap also saw FIM officials give word to Russell that he'd have to come in for a stop-and-go penalty. He never made it that far. Instead, the former World Superbike Champion crashed just three turns later, jumped to his feet and started pumping his hands in the air and clapping - in a display of emotion that was far more animated than anything he did after winning his fifth Daytona 200 in March.

"I could see the front row much better from my new starting position," Russell said. "I was in the middle and I knew if I could get with the lead guys, I could stay with them. I tried to anticipate the lights, but I knew I had a stop-and-go when Haga passed me, and I didn't want to take a chance and held back. The tire then let go in the middle of the corner. I was having fun racing with him; let's hope we can do more of that the next time out."

Corser, meanwhile, had botched the start and ended the first lap seventh. By this point he was already a bit worried as he watched Haga riding off in the distance.

"I made it tough for myself with my start," Corser said later. "I didn't get the best of starts. I just mucked it up. I was hoping to do what I did in the first race, but that didn't happen. I had to push fairly hard and used up the tire a bit at the start of the race."

But Corser was on the move and was fourth by the end of the third lap, third after four laps and second after five laps. By the time he took over the runner-up spot, Haga was 1.4 seconds clear. Corser would begin plugging away at that gap until the eighth lap. After clocking a 1:27.447 on the seventh go-around, his fastest of the race, Corser was locked in on Haga, the pair separated by only tenths of a second for the rest of the race.

By this time, Fogarty was off his bike between turns two and three, trying to fix a faulty fuel line. The Brit got the bike restarted, but only rode it as far as pit lane, where he called it a day.

Up front, the Haga/Corser battle would go the distance. Corser got around the Japanese star for the first time on the 10th lap, but Haga was back around the Australian just three laps later. Corser had realized that Haga was there for good, and he opted to camp out on his rear wheel until the 20th of 28 laps. The pair went back and forth, with Corser leading on the penultimate lap. Then Corser messed up turn six, allowing Haga to drive up on him on the run up to the Corkscrew. On the way past, he clipped Corser's left handlebar, snapping the stops on the lever and placing it into a useless position. It also caused the Ducati to wobble badly, and Corser wasn't happy about it.

"It was sliding around a lot so I sat behind Noriyuki and watched him," Corser said later. "I got past, then he got past again. I got past and I was just sort of waiting until the last couple of laps to see what was going to happen, and just race out the last two laps. I'm not real happy with Noriyuki. Going up to the Corkscrew, he ran into me, and I didn't think it was called for at all. He hadn't used that line all race, but that's all right - paybacks are a bitch, so we'll wait till then. He hit me fairly hard. He hit the handlebars and the clutch and it went. I lost the front right as we crested the top of the hill. That's why I was so pissed. It was a stupid place to even move across on someone. We could have gone side by side all the way up the hill and he still would have had the line going into the next corner. It's just uncalled-for. There were already enough accidents today and I just wanted to get out of the race safe. When someone does that, it just pisses me off."

Haga said it was unintentional, a racing accident.

"After the first race I was very frustrated," Haga said. "I wanted to go for it in the second race. I had a very good start. After things settled down, the signboard showed Corser-san right behind me. For the next several laps we ran together and it was a very good race. On the last lap, the blocking that Corser-san thinks was intentional was not intentional. I was taking some of these lines when I was behind him. These things happen in racing situations."

Either way, it prevented Corser from attacking on the final lap and the top two positions were settled. Not so, however, for the final spot on the rostrum. That was being fought over all the way to the finish line, with Bostrom getting the nod over Chili and Yanagawa.

"Troy (Corser) and (Noriyuki) Haga rode real good and they got away from us a bit," Bostrom said. "Then I had (Pier-Francesco) Chili and I believe (Jamie) Whitham. We just had a real good race going and I was hoping to get that last podium spot. I just got lucky. Chili rode really well and I made a good pass on the Corkscrew, and we ended up third."

"I really enjoyed that," Whitham said. "I had the measure of (Ben) Bostrom and (Pier-Francesco) Chili, but my tire went off in the last five laps, making it impossible to mount a challenge. I was very pleased with my race pace, and I felt both me and the bike got stronger as the race progressed. I can't wait for the next one at Brands Hatch."

Hodgson strolled in alone in sixth, followed by Hacking, Goddard, Gramigni and Edwards.

"I didn't ride well in the first part of the race, which was a pity because I had made another good start from the second row of the grid," Hodgson said. "It took me a while to get into some kind of rhythm and I wasn't aggressive enough in the early laps. However, it all came together at about half-distance - everything felt much easier and then I started riding much better, too. My lap times came down and I managed to make up a few more places before the checkered flag. At least I have been able to improve my position in the championship, and I can now look forward to my home race at Brands Hatch in three weeks' time." CN

Laguna Seca Raceway
Monterey, California
Results: July 12, 1998

SUPERBIKE QUALIFYING: 1. Troy Corser (1:26.325); 2. Mat Mladin (1:26.448); 3. Akira Yanagawa (1:26.553); 4. Pier-Francesco Chili (1:26.867); 5. Aaron Slight (1:26.878); 6. Doug Chandler (1:26.977); 7. Jamie Whitham (1:27.123); 8. Neil Hodgson (1:27.163); 9. Noriyuki Haga (1:27.202); 10. Carl Fogarty (1:27.404); 11. Ben Bostrom (1:27.559); 12. Aaron Yates (1:27.578); 13. Scott Russell (1:28.229); 14. Gregorio Lavilla (1:28.597); 15. Colin Edwards II (1:26.481); 16. Jamie Hacking (1:27.424); 17. Rich Oliver (1:28.089); 18. Peter Goddard (1:28.102); 19. Alessandro Gramigni (1:28.590); 20. Lucio Pedercini (1:28.863); 21. Piergiorgio Bontempi (1:28.956); 22. Andrew Stroud (1:29.186); 23. Igor Jerman (1:29.751); 24. Frederic Protat (1:20.529); 25. James Randolph (1:30.621); 26. Ricky Orlando (1:32.998).

RACE ONE: 1. Troy Corser (Duc); 2. Akira Yanagawa (Kaw); 3. Doug Chandler (Kaw); 4. Ben Bostrom (Hon); 5. Carl Fogarty (Duc); 6. Jamie Whitham (Suz); 7. Pier-Francesco Chili (Duc); 8. Aaron Slight (Hon); 9. Neil Hodgson (Kaw); 10. Jamie Hacking (Yam); 11. Colin Edwards II (Hon); 12. Aaron Yates (Suz); 13. Gregorio Lavilla (Duc); 14. Peter Goddard (Suz); 15. Scott Russell (Yam); 16. Alessandro Gramigni (Duc); 17. Rich Oliver (Yam); 18. Piergiorgio Bontempi

(Kaw); 19. Igor Jerman (Kaw); 20. Lucio Pedercini (Duc); 21. James Randolph (Hon); 22. Ricky Orlando (Kaw); 23. Frederic Protat (Duc).
Time: 17 min., 35.408 sec.
Distance: 12 laps, 26.4 miles
Average Speed: 91.614 mph
Margin of Victory: 7.646 sec.
Fastest Lap: Troy Corser, 1:27.149, Lap 4

RACE TWO: 1. Noriyuki Haga (Yam); 2. Troy Corser (Duc); 3. Ben Bostrom (Hon): 4. Pier-Francesco Chili (Duc); 5. Jamie Whitham (Suz); 6. Neil Hodgson (Kaw); 7. Jamie Hacking (Yam); 8. Peter Goddard (Suz); 9. Alessandro Gramigni (Duc); 10. Colin Edwards II (Hon); 11. Igor Jerman (Kaw); 12. Lucio Pedercini (Duc); 13. Ricky Orlando (Kaw).
Time: 41 min., 7.668 sec.
Distance: 28 laps, 61.6 miles
Average Speed: 91.426 mph
Margin of Victory: 0.488 sec.
Fastest Lap: Noriyuki Haga, 1:27.340, Lap 25

WORLD SUPERBIKE C'SHIP POINT STANDINGS (After 8 of 12 rounds): 1. Troy Corser (241.5/1 win); 2. Aaron Slight (214/2); 3. Pier-Francesco Chili (211.5/4); 4. Carl Fogarty (208.5/2); 5. Colin Edwards II (195.5/2); 6. Noriyuki Haga (193/4); 7. Akira Yanagawa (132); 8. Jamie Whitham (102); 9. Peter Goddard (101); 10. Neil Hodgson (80.5); 11. Scott Russell (75.5); 12. Gregorio Lavilla (68.5); 13. Piergiorgio Bontempi (58); 14. Alessandro Gramigni (45); 15. Igor Jerman (35).

Upcoming Rounds:
Round 9 - Brands Hatch, England, August 2
Round 10 - A-1 Ring, Austria, August 30

Noriyuki Haga sprays champagne in the face of Yamaha team manager Davide Brivio as he and Troy Corser celebrate.

Corser - Mr. Superpole

Although he has voiced his disdain for the system, Ducati's Troy Corser continues to show that he is the master of the new Superpole qualifying format. Third quickest after regular qualifying was completed, the Australian turned it up a notch when it came time to do his one-lap flier, and in doing so he earned his fifth pole position of the eight-race-old season.

The pole position, the 76th for Ducati, put Corser in a perfect position to regain the championship lead he lost with his recent nonfinish in the first leg in South Africa. For Corser it was a homecoming of sorts, since he'd raced at Laguna Seca in 1994, 1995 and 1996 - en route to winning the AMA Superbike and World Superbike Championships in '94 and '95, respectively. In '94, he finished second in the AMA Superbike National; in '95 he was second in the first leg and won the second leg of the World Superbike round; and in '96 he finished second both times out. Last year, Corser raced in the 500cc Grand Prix Series and didn't race at Laguna Seca.

When riders are asked what it takes to go around Laguna Seca fast, their answers usually contain at least one word in common - balance. The AMA regulars know that and constantly work to find it. Ditto for Corser, who apparently found it. He liked his chances of coming away from the Laguna round with a win or two.

"I felt like in South Africa I had a fairly good chance as well," Corser said. "Practice went well, qualifying I was fast and I was confident I could do some good times. But we had those problems with the engines, so hopefully we won't have any of them this weekend. The motor's feeling really, really strong and the setup is working great. We changed the gearing to try and use less gears around the track, and it seems to be working. The Ducati works great here. Every time I've raced here, I've been really happy with the track and the setup. I hope to be back on the podium again."

The track seemed more slippery than Corser remembered it being in 1996, but he said it was constantly improving as the weekend wore on.

"Having the support classes here this weekend has helped because it's helped get the track get some more traction, some more rubber on the ground," he explained. "The track's definitely improved since Friday, so hopefully it'll be even better for tomorrow (Sunday). I never put them (the AMA riders) out of the story at all. We knew coming here that Mat (Mladin) had been going well the whole season, apart from having a few problems with the bike, so we knew he'd be fast here. And Doug (Chandler) the same - and I'm sure Miguel (DuHamel) would have been here as well if he was racing. And probably Anthony (Gobert). I raced here before and raced here when the World Superbike race was here, and I know the pressure is a lot less. If you're going fast, great. If you're not, then it's not really a big problem because it's not your championship. But the bike is going so well, I'm going out for two wins - it's about time. I can make up for the points I lost in South Africa."

Yoshimura Suzuki's Mat Mladin was the first of the AMA regulars on the grid, putting his GSX-R750 second on the grid next to his fellow Australian. Mladin had also improved from his qualifying times, dropping down to 1:26.448 on his Superpole lap. Still, it was slower than this qualifying time of 1:25.600 from the AMA Superbike National in April.

"Obviously, it's going to be hard," Mladin said. "These guys (the World Superbike regulars) race week in week out with each other. Obviously, they are some of the best superbike riders in the world. To be up here is good, but it's only qualifying. We have two long races, so we'll see what happens. Things have been okay. We raced here with the AMA, so we had a pretty reasonable setup there. We haven't touched the motorbike all weekend. We've been lucky. Qualifying is qualifying and 30 laps is 30 laps. I've qualified good all year, but I still haven't won a race yet - so who knows what's going to happen tomorrow?"

Somewhat surprising was the Superpole effort of Kawasaki's Akira Yanagawa. The Japanese rider ended up seventh after the two timed qualifying sessions, but he jumped to third when it came time to run his flying lap against the clock in Superpole.

"For Superpole it was not so bad, but for normal qualifying I have problems with suspension setup," Yanagawa said. "I keep looking for good setup, but so far I can't find. I like Laguna Seca, I like Corkscrew - it's like a roller coaster."

Filling the front row was Italian Pier-Francesco Chili, the Italian hot off his double wins in South Africa just a week prior to Laguna. Things weren't coming easily for the factory Ducati rider as he struggled to find "balance" with his setup.

"Here, Friday morning, we have some problems and we've been working, working, working," Chili said. "Maybe just before the Superpole I found something in the setting. I was looking and I saw something in the telemetry, and I'm looking forward to the race tomorrow. I look at it race by race. I don't try to win absolutely, I just do the best I can do all of the time. In South Africa, I think, 'Sure I can win.' But here it is hard to say."

The second row would be led by Castrol Honda's Aaron Slight, a rider who has never been overly fond of the Laguna Seca layout. Still, he'd persevered and ended up clocking a 1:26.878 during Superpole, just off his qualifying time.

"I wasn't happy with my lap, but I'm happy with being fifth," Slight said. "It's Laguna Seca and I'm fifth, so I'm rapt. It's just been so bad for me for the past three years here, and being on the second row is a really good starting position for me and I'm happy. I made some mistakes on that lap; I missed the apex heading on to the back straight, lost the front coming out of turn 10 at the end. The first section was good, the second section was crap. I'm pretty happy. The problem here is that the bike pitches a lot. The fork settings I use are really good in Europe because you carry a lot of cornering speed - there's a lot of flat corners and camber. But here it pitches and upsets the bike. I managed to find a new fork setting and we're a lot happier."

Then came Muzzy Kawasaki's Doug Chandler, the second quickest of the AMA regulars. Chandler had been fastest through the first two sessions, but he slowed down during Superpole - his confidence not inspired after seeing both Jamie Hacking and Castrol Honda's Colin Edwards II crash just prior to him going on the track.

"It was just a strange deal," Chandler said. "I don't know. I wanted to try to do good, but I didn't want to risk something silly and be put all the way in the back like Colin (Edwards) and (Jamie) Hacking. I watched it (Edwards' crash) on the monitor before I went out. It's kind of neat (Superpole) - you're out there, there's nothing in front of you, it's just you and the track. You really get to do whatever. It's up to you."

After Chandler came Suzuki World Superbike's Jamie Whitham, the Brit turning his quickest-ever lap of Laguna at the right time - during Superpole. Whitham lapped at 1:27.123 and that was good enough to put him seventh on the grid. Filling the second row was Yanagawa's Kawasaki teammate, Neil Hodgson, the Englishman jumping up a spot from his original ninth after a solid lap in Superpole. Hodgson rates Laguna Seca as one of his favorite race tracks in the world.

"I still haven't been able to gain the right balance on the bike, but we're getting there," he said. "I was feeling a bit lethargic after this morning, but I'll be able to snap out of it in time for tomorrow. My preparations have been good, and I know I can go even faster under racing conditions - which could make things interesting."

Noriyuki Haga was ninth quickest in his first visit to Laguna Seca, just ahead of Ducati's Carl Fogarty.

"It's actually my best-ever qualifying here, so I'm really happy," Fogarty said. "I'm usually 12th or 11th, so I've come up to 10th. Race-wise, I'm usually all right here. I can do low 27s in the race; it's just when it comes to do fast laps, I can't find any. When I put the soft tires in at the end, I go a quarter of a second slower. It was that way at one of two circuits last year, and it's the same thing here. I'm not too worried. I know I can run low 27s in the race and I don't think they'll go much faster than that."

Starting from the third row at Laguna is nothing new for Fogarty, and he didn't expect it to be a problem this year.

"I did it last year, the year before and the year before that, so... Last year I didn't do too bad. I got through pretty early on. If I get a good start, I should pick them up and it shouldn't be a problem. We changed around too many things this afternoon and got confused. I shouldn't have changed so many things in the warmup. We'll go back to what we had and what we were happy with."

Next to Fogarty was Ben Bostrom - in his World Superbike debut.

"My bike wasn't so good for qualifying," Bostrom said. "We just had too much traction in the back and both bikes were doing the identical thing (the superbike and his 600) - I was chasing the front. I was like, 'Guys, I'm gonna crash in the race because I'm not willing to finish 10th.' So they just changed a whole bunch of stuff to make the back end slide like a dirt tracker. I didn't care if I was sliding all the way around the track - that's safer than chasing the front."

Yoshimura Suzuki's Aaron Yates was next, with Scott Russell a dismal 13th on the grid. Then came Gregorio Lavilla and the two Superpole crashers, Colin Edwards II and Jamie Hacking.

Edwards was the man who suffered the most from Superpole. Second quickest after the regular qualifying sessions, Edwards' Superpole was ruined by what was his second crash of the day. The first get-off came in turn four and it destroyed the RC45, going as far as smashing the engine cases. This one came in turn two, just after he'd gone on the clock for his flying lap.

"We had a front-brake problem that we've been having all year," Edwards said. "Basically, I ran it off in there and the brake didn't let go, more or less, and away she went. From second to 15th, that's pretty good. That's the way it goes. What can I say? I just want to make it interesting for everybody tomorrow - give everyone something to watch. We haven't had any problems. The bike's perfect, the tires are perfect, everything's perfect, so we're going to go out tomorrow and kick everybody's ass. That's the only thinking I can have. Yesterday we were out of the range, and today we moved into the range. We found something (a tire) that works pretty good. That's been the main thing. We haven't really had any setup problems or anything - it's just been getting rear traction."

Haga ran off the track on his warmup lap in the Corkscrew but bounced back to end up ninth on the grid.

"I'm not so happy with my time because I have been quicker, so it's normal to be frustrated," Haga said. "Superpole itself is not what I'm unhappy with - only myself. But this starting position is becoming quite normal for me, and I have had some quite good results so maybe it's not so bad."

Haga's teammate Russell was even worse off, ending Superpole with the 13th-quickest time.

"My confidence has gone," Russell said. "I don't feel so good about anything right now. The combination I've got just ain't good enough, but I'm hoping my race pace will be okay. I'm going to try a few things tomorrow morning and you never know, but realistically, it's going to be hard for me tomorrow. Starting from the fourth row ain't no fun and I don't like being down there. I'll be going for it tomorrow and if a good start is important anywhere, it's here. I just hope I get a great one."

Aaron Slight (111) leads Jamie Hacking (92) and Chili through the Corkscrew. Hacking had a good weekend in what was his World Superbike debut.

AMA Pro Honda Oils 600cc Supersport
Round 9: Laguna Seca Raceway

Chandler comes home

By Henny Ray Abrams

MONTEREY, CA, JULY 11

Mix equal parts frustration and elation and you have a good idea how the Pro Honda Oils 600cc Supersport race went on a sunny afternoon at Laguna Seca Raceway.

The rider with the smile was Salinas resident Doug Chandler, the Muzzy Kawasaki rider who has nearly erased the damage done by back-to-back nonfinishes a few races ago: a mechanical DNF at Sears Point followed by a very rare crash in the next race at Road Atlanta. He has done nothing but win since then, first at Elkhart Lake, then Loudon, now here.

The frustration was on the part of Yoshimura Suzuki's Steve Crevier, the Canadian veteran who wrestled Hyper-Cycle Suzuki's young upstart Nicky Hayden to the finish, losing out on third in the end and watching his championship lead continue to dwindle.

It adds up to a championship in which 10 points cover the top three. Crevier, who hasn't won yet this year, leads with 253; then comes Chandler at 247; with American Honda's Ben Bostrom, fifth today on a very ill-handling motorcycle, third at 243. Ben's younger brother Eric, of Erion Racing, ended the day in fourth in the championship with 220 points after taking second to Chandler.

"Yeah, I was able to do what we wanted to do and was able to do at Loudon: get out and set a pace and do our own thing," Chandler said after winning his sixth 600cc final of the year. "It took me a while to get back in the groove of the 600 after qualifying the superbike and jumping straight out there. I knew I was going to struggle the first couple of laps. I didn't want to let those guys keep trying. I wanted to go. I finally got it sorted out and we did some low 31s and started getting a gap and we finally cruised until we came up on some traffic."

By then he was home free, eventually winning the 17-lap, 37.4-mile race in 25 minutes, 48.071 seconds at an average speed of 88.159 mph. His margin of victory was 3.819 seconds.

Chandler jumped to the front and was never headed. Erion Racing's Eric Bostrom was second and was never challenged. Bostrom was having a rough day. He'd crashed in turn three in the short morning practice session and he wasn't really sure why. It happened suddenly. When the race got under way, he had let Chandler get away on the first lap and knew he couldn't get the distance back.

At the start Bostrom said he was

Briefly...

Race promoter Dan Murphy announced that attendance for the World Superbike race at Laguna Seca was **43,000** - up slightly from last year's 41,000 spectators.

Miguel DuHamel was an interested spectator at Laguna Seca, wearing a knee brace to protect the leg he broke at New Hampshire International Speedway on June 19. DuHamel was in good spirits and says his injuries are coming along fine. In fact, DuHamel felt good enough to ask the doctor about racing at Mid-Ohio next week. He didn't get the response he was looking for. Realistically, DuHamel is taking it day by day, though the final round in Las Vegas in early October will most likely mark his comeback. "I've got 90 degrees of movement in the knee," DuHamel said, "and I can shift. But the doctor said I have to be able to put weight on it before I can even think about racing again."

With Troy Corser's nonfinish in the South African round the weekend prior to Laguna Seca, **Aaron Slight** took the lead in the World Superbike Championship by a single point, effectively meaning that the Laguna round would be the start of a whole new series, according to Corser. "It's more or less that the championship has started again," Corser said. "It's like it's the first round of the championship and we only have five races left. It doesn't matter what's happened in the past now. You forget all about that and start winning - get out front."

On Friday, **Troy Corser** came close to rear-ending a slower rider at the crest of the hill that makes up turn one at Laguna Seca. It was a scary moment for the Australian. "They got rid of the one guy who was super-slow," Corser said on Saturday afternoon. "He shouldn't have been out there at all. I didn't have any problems at all today. They listened to me when I told them to stay out of the way and not to shut it off at the top of the hill and to keep going into the first corner. It felt like I missed him by about two inches. I was flat out coming over the hill and he was in the middle of the track looking back over his shoulder. Fortunately, he went one way and I went the other. It was a bit of luck. I had to go outside and out in the gravel there, and just managed to get back on the track. I didn't want to go down because it wasn't my fault."

Three-time 500cc World Champion **Wayne Rainey** held a press conference on Saturday afternoon at Laguna Seca and he commented for the first time on the possibility of the 500cc GP class going to 1000cc four-strokes. "I think the manufacturers are what are supporting our series, and I think there are just three in the Grand Prix class - and it's all two-stroke," Rainey said. "If you look at the lap times and the technology that's come down the last 10 years, it hasn't changed much. I know that sponsorship is tough right now and every time I go back and talk to Yamaha about sponsorship of Grand Prix, they always say, 'Hey, Wayne, if you are going to do superbike racing, we can justify the budget you need to go racing.' So I think just looking around and seeing what's going on, with the emissions and stuff, everybody is looking into four-strokes. I also think that four strokes are a bit safer to ride, a bit easier to control than a modern-day GP bike. I think there could be a lot more interest generated from outside the specialty press if we had four-stroke racing. I think the rules are going to have to be open enough so that they can work on different engine configurations and whatnot. I think it would benefit all the factories, especially in Grand Prix, if we can get them all involved. I don't think World Superbike really challenges the factories as far as building new products. I think the rules would have to be closely watched so that everyone can compete."

Learning from the mistakes of others dept: Naturally, **Ben Bostrom** drew rave reviews from the foreign media on hand for the World Superbike round with his fourth- and third-place finishes, yet he was quick to point out that he isn't ready for the World Superbike Championship just yet. "I think I need to win here in the U.S. first," Bostrom told the media on Sunday afternoon. "I've got guys here, that I have to beat. Some of the best guys are here and I haven't beaten my teammate (Miguel DuHamel) yet. If I can start beating Miguel every now and then, and (Doug) Chandler and the boys, then maybe I'd go off and do the World circuit. But right now I'm not beating Miguel, so..."

Most of the World Superbike regulars have already voiced their disapproval of the new Superpole qualifying system that has the top 16 riders running by themselves against the clock in a one-lap timed session. "It's a tough call," **Doug Chandler** said. "It's kind of unique how they've got their deal run. But I think to do it, and to do it fairly, you have to do every one that way. Make all the practice free practice, and then you've got your qualifying session. Then again, you don't know if that's going to work either, because if you pitch it, you're at the very end, or maybe not even in the show. I thought coming in here that Superpole was for pole only. I didn't think that it had anything to do with the rest of the order. I thought everyone got to go out, the top 16 got to go out for the pole position. That was the only time it would be changed. Then if you didn't get it, you'd resume your next spot."

Going into the race, Ben Bostrom didn't think **Superpole** was such a hot idea. After Saturday's session, though, he liked it a bit better. "I was like, 'It's such a bad idea.' I'm sure (Colin) Edwards and a few guys are pretty sad about what happened because Edwards was really going good, but once it started I was like, 'This is the coolest thing ever.' When I did dirt track, we used to do one flying lap and everybody would stand there and listen to the P.A. because we didn't have TV. (Scott) Parker or somebody would go out and rip off a fast lap and then everyone had to go out and try and go quicker. The spectators loved it, too." But with Superpole, there are no wave-offs. "I wanted to wave off that lap," Bostrom said with a laugh. "But there's no wave-offs. I really liked it. I think the spectators like it and the team really liked it."

"The truth?" **Mat Mladin** said when asked what he thought of Superpole. "I think it's quite hard. I won't say what I said to my mechanics about Superpole, but it's very difficult. You'd like to go and put a 100-percent effort in, but there's a good chance you can end up like Colin Edwards or whoever else crashed out there - and you're back on the fourth row. You have a good practice and you've got a good race setup - but if you crash in Superpole, basically your race is over. From the fourth row - you're not going to catch 'em from the fourth row by the time you get through everyone."

Troy Corser was asked what he thought was the problem that caused so many **accidents** on Sunday at Laguna Seca. "I think the track may have been a little bit high in temperature," Corser said. "Other than that, I don't know. People were just out there pushing hard because it was race day. During practice you're trying to save it for race day, and on race day people just go out there all out and forget about finishing. I hope the people that were involved in the crashes are all okay. I don't think Akira (Yanagawa) is doing very good, but I hope he's definitely better later on. I hope to see everyone back soon."

According to **Pier-Francesco Chili**, he had approached the FIM with what he thought was a problem with the start line at Laguna Seca during meetings with the governing body over the winter. Chili had asked that the riders be staggered by two extra meters (13 feet) to give everyone more room on the funnel-like run up the hill at Laguna Seca. Chili was upset on Sunday night at the race track because his recommendations hadn't been taken seriously, and there ended up being a bad crash on the start of the restarted first race.

According to sources close to the teams, Ducati's problems of late have stemmed from faulty fuel lines. A bad fuel line knocked Troy Corser out of the first leg of the recent South African round in Kyalami, and it cost **Carl Fogarty** any hopes of a finish in the second leg at Laguna Seca. Pier-Francesco Chili also had problems with a bad fuel line during practice for Laguna, according to the source.

Yoshimura Suzuki's **Aaron Yates** crashed out of the second leg on the exit of turn 11, sliding well up the front straightaway. "I bruised my ass a bit," Yates said later. "I was just trying to get out of there as good as I could and I got a little wide." "A little wide" was in the dirt, causing the Suzuki to slide and flick Yates off the high side.

Yamaha's **Rich Oliver** was involved in the start-line melee in the second race and was lucky to escape with just a bruised and battered right hand. After the first leg had been stopped for the Yanagawa/Chandler crash, Oliver was all smiles and was having fun. "This is great," he said during the break. "This is fun. I dig this. Everyone is the same and they're all good riders."

about fourth, but that turn two was good to him.

"I broke into turn two real good and got by two of them, and I thought that I might be able to hang with Doug (Chandler)," the younger Bostrom said. "And I went through three and four too tentative on that first lap - a little bit out of the draft. Doug just does a fantastic job on this race track. I would've been really, really happy to hang with him and maybe have something for him at the end, but it didn't work out."

Chandler had about a second and a half on the third lap and he eased away to the finish. Bostrom had Yoshimura Suzuki's Aaron Yates, Hayden and Crevier on him for the first handful of laps, then did his own thing. Yates took himself out by crashing in the Corkscrew on the second lap.

"Going into the Corkscrew, on the brakes letting off turning it in, the front just went and that was it," Yates said. "I was just running down the corner the same as I had before looking down the hill, and it just went."

That left the front to Chandler and Bostrom. The pair had only to deal with traffic to the end, and there was no one else in their way. For Chandler, backmarkers would prove to be nearly disastrous.

"One guy about cleaned me up in five about three or four laps from the end - the second-to-the-last group that I passed," Chandler said. "The guy was going to outbrake the guy he was racing up the inside, and then at the last minute, he decided, 'Oh no!' and pulled back over in line. I had already went alongside of him. I stood mine up and then I'm out in the marbles."

The real fight was for third, between Crevier and Hayden on dueling Suzukis, each rider strong on different parts of the track and both aware it would come down to the finish. American Honda's Ben Bostrom had been in the mix early, but he knew on the first lap that he didn't have the machine to compete.

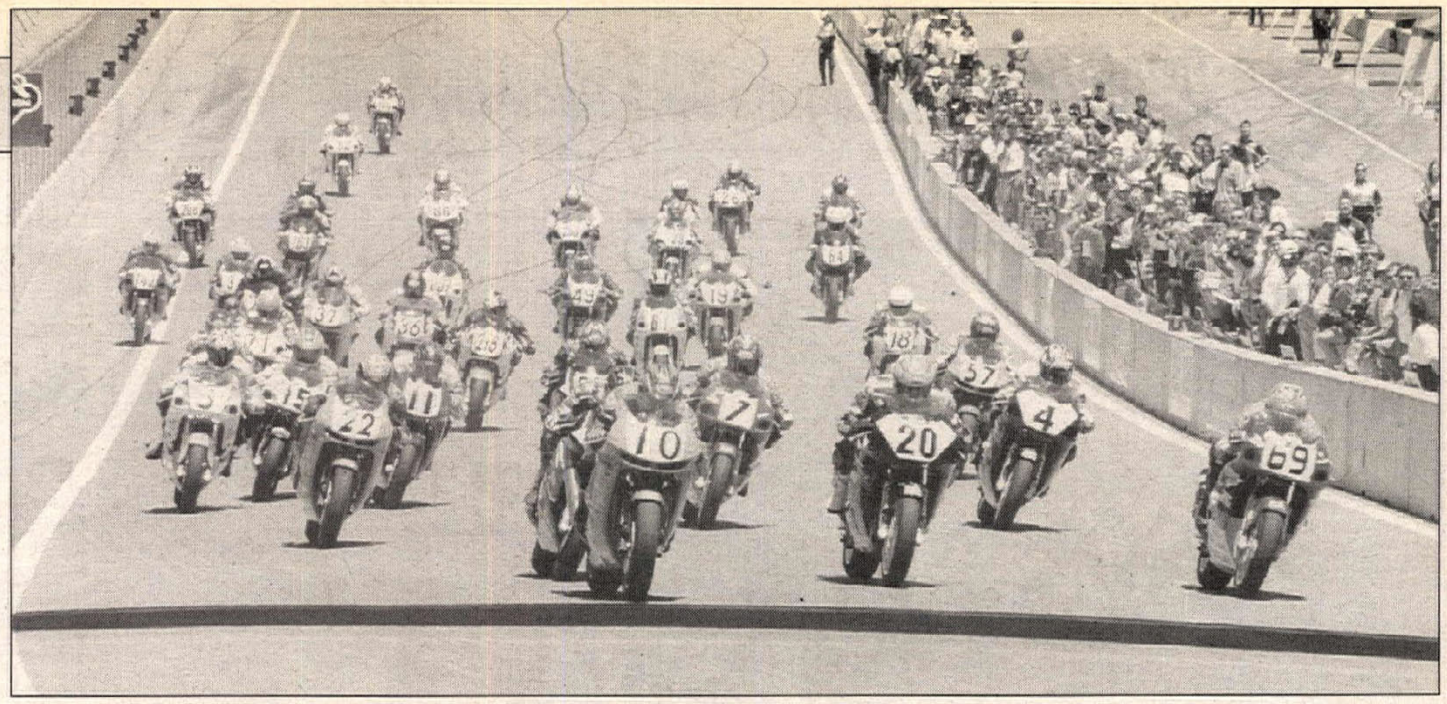
"We got a real bad start - we were like 15th, I think," Bostrom said. "Then I passed six or seven guys on the first lap. I almost crashed three or four times in the process and I was like, 'Man, maybe the tires are still cold.' And I came around the next lap and I was like, 'This thing is scary.' Maybe we just missed on the setup. Maybe because we concentrated too much on the superbike, we didn't touch the little bike. Every time I'd catch Stevie (Crevier) and them... It was hard to catch them. I'd almost crash a lot catching them; the thing was dancing around. Mostly I was just losing the front. The back was overriding the front."

So Bostrom lurked nearby, waiting for Crevier or Hayden to make a mistake or take each other out.

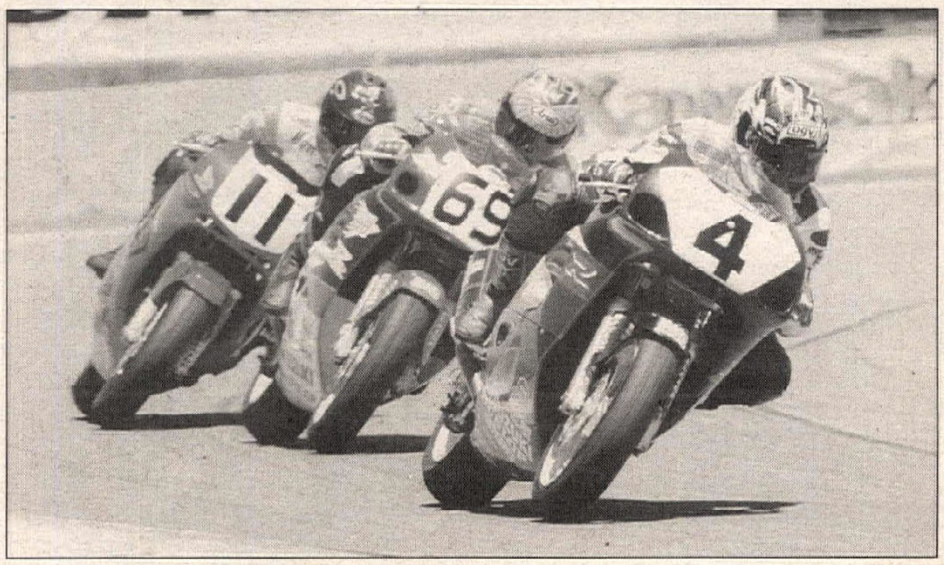
"It just slows us down," Crevier said. "It just let Ben (Bostrom) get closer to us. When I should focus more on chasing Eric (Bostrom), I couldn't focus on Eric; I had to focus on being passed in spots that don't make a lap time, they just slow you down."

It seemed that no matter where they were during the lap, the pair would be at each other in turn 11, the final tight left leading onto the front straight. Hayden could always close on the brakes there, and Crevier tired of it early.

"I was harassed by a kid who can brake deep in one of the only turns on the track you can crash in on the brakes," Crevier said, adding that his front forks were set up too softly and he was bottoming out under hard braking.



(Above) The AMA 600cc Supersport Series gets under way with race winner Doug Chandler (10) leading the way over Aaron Slight (20) and Nicky Hayden (69). (Right) The best race of the day was the battle for third between Steve Crevier (4), Hayden (69) and Ben Bostrom (11).



"That's the only place he can make a second on me, or any time. The rest of the time he's just slow. I don't know what the hell he's doing, but I'm trying to win a championship and if he's thinking he's going to be a future teammate, he might give it a little more thought - ride with a cleaner head."

"I didn't think about it at all," Hayden said of Crevier's championship hopes. "I heard he was a little upset about it."

Their race was to be decided on the final lap. Crevier had third for much of the second half of the race, Hayden taking it only briefly. Crevier was back in third on the 14th lap, with three to go to the finish, when the spots would be juggled.

On the penultimate lap Ben Bostrom was now up on them and made his way by Hayden in the Corkscrew for fourth, the young Suzuki rider forging past hard on the brakes

In turn 11, Crevier was just ahead. The trio came up on lappers in turn six, a stroke of luck that might have freed Crevier from the shackles put on him by the other two. Ben Bostrom had the best view.

"As we were going through those guys, Stevie (Crevier) got through there pretty good and Nicky (Hayden) looked like he was going to follow them and I was going to follow no matter what," Bostrom said. "Whatever happens to the lapper, he's in trouble because I'm on the inside and Nicky decided to brake early and let the lapper close the door on him. That's what gave Stevie a break. It was scary. We went by one guy up the hill and we were going by another guy Stevie squeezed by. Nicky looked like he was going to squeeze by and I was going to shove it in; I didn't care. And then Nicky hit the brakes when that guy turned in on him and, of course, Stevie took off. And I was really on the inside and I had to slam on the front brakes and I just followed him down the hill. I knew I wasn't going to do anything because I kept almost pitching it away through nine and 10. The front would start jumping around. Better to finish, because there's five more races in the championship."

So Bostrom settled for fifth. There was no settling for third.

Going into the final corner on the final lap, Crevier left himself vulnerable and Hayden pounced, making up considerable time in turns nine and 10, as he had the whole race.

"Coming into the last corner, I knew he was going to be blocking his lines just like the last time Miguel (DuHamel) did the same thing," Hayden said. "And I knew right at the end he would hang wide just a little bit before he made his arch, and as soon as he did I stuffed him right there. And I stopped, because every time I passed him there, he could get a better drive on me. So I wanted to make sure I got a good drive and killed his. I thought for sure he would come back by me."

"I got traffic, I couldn't accelerate, and he's hard on the brakes," Crevier said. "He just outbraked me - parked it there. He parked it literally and he blocked me. Really good for him. But, really, I got bigger fish to fry."

Another Hayden and another HyperCycle Suzuki were involved in the fight for sixth. HyperCycle's Jason Pridmore brushed off some early-laps excitement to slot into the spot, with Muzzy Kawasaki's Tommy Hayden hard on his back. This battle didn't have the excitement of the one for third, as Pridmore would stay in front and wasn't being pushed all that hard. Though Hayden was a constant shadow, he didn't have enough to make a move.

"He got ahead of me like three laps into it and I was just trying to hang with him and, through traffic sometimes, he was getting away," Hayden said. "And I could always seem to catch back up, but I couldn't get around him. On the last lap I was real close and I made a mistake going into turn five - I got in too hot, just my fault - and kind of blew my shot. If I'd have maybe had a run on him in turn six going up the hill, because I was getting kind of close - kind of close, but I wasn't as close as I was on the last lap. I blew the corner, so it was pretty much done for the last lap."

The next battle was over eighth, a spot held for most of the race by Erion Racing's Kurtis Roberts. About four laps from the end he had company, however. Yoshimura Suzuki's Larry Pegram and Kawasaki-mounted Nate Wait, who'd tussled with each other for the duration, caught up to Roberts. The run from turn 11 to the flag would decide the position, and Roberts won it. Then came Pegram and Wait.

1-800-CYCLEGEAR's Steve Rapp ended up 11th after finishing the first lap near the front. The second lap would be his undoing when he suffered a low-side in turn two after losing the front end with no warning.

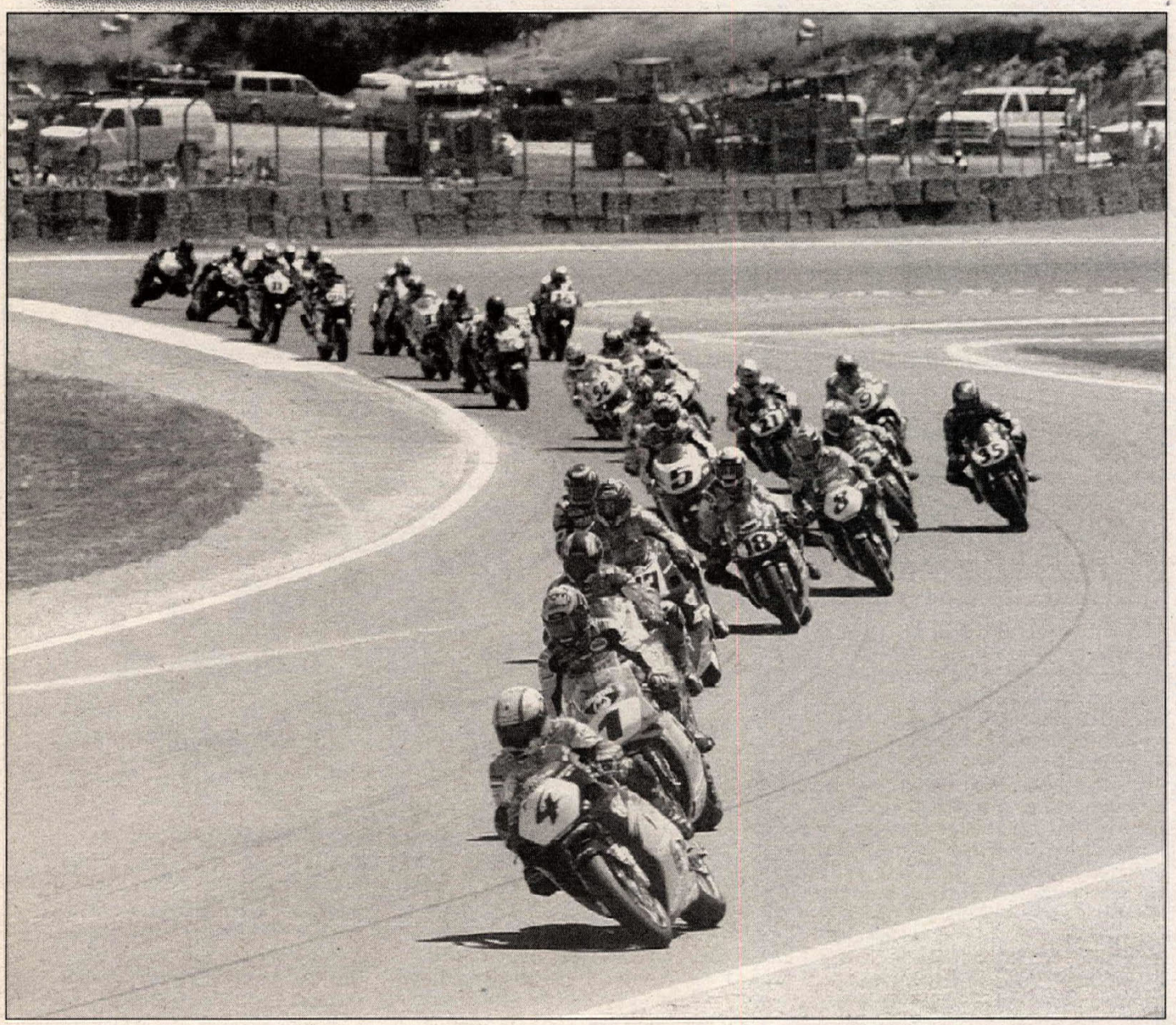
"It didn't feel like I was going fast," Rapp said. "It was a sudden thing." After banging the handlebar back in place, he took off to nearly crack the top 10. CN

Laguna Seca Raceway
Monterey, California
Results: July 11, 1998 (Round 9 of 14)

AMA PRO HONDA OILS 600cc SUPERSPORT FINAL: 1. Doug Chandler (Kaw); 2. Eric Bostrom (Hon); 3. Nicky Hayden (Suz); 4. Steve Crevier (Suz); 5. Ben Bostrom (Hon); 6. Jason Pridmore (Suz); 7. Tommy Hayden (Kaw); 8. Kurtis Roberts (Hon); 9. Larry Pegram (Suz); 10. Nate Wait (Kaw); 11. Steve Rapp (Suz); 12. Anthony Purdue (Hon); 13. Keith Wilson (Suz); 14. John Jacobi (Suz); 15. Eric Schnackenberg (Suz); 16. Bobby Keith (Hon); 17. Brian Parriot (Hon); 18. Karl Lowry (Suz); 19. Anthony Doran (Suz); 20. Sean Kowalski (Hon); 21. Mark Cernicky (Kaw); 22. Jeremy Toye (Suz); 23. David Wasson (Suz); 24. Roman Frias (Hon); 25. Mike Voelker (Hon); 26. Chris Voelker (Hon); 27. Randy Neher (Hon); 28. Kurt Marmor (Hon); 29. Gerard Walsh (Suz); 30. Demetri Snow (Suz); 31. Stuart Stratton (Suz); 32. Thomas Bolles (Suz); 33. Mike Klein (Hon); 34. James Dickenson (Suz); 35. Rich Alexander (Suz); 36. Aaron Yates (Suz).
Time: 25 min., 55.071 sec.
Distance: 17 laps, 37.4 miles
Average speed: 88.159 mph
Margin of victory: 3.819 sec.

AMA PRO HONDA OILS 600cc SUPERSPORT C'SHIP POINT STANDINGS (After 9 of 14 rounds): 1. Steve Crevier (253); 2. Doug Chandler (247/6 wins); 3. Ben Bostrom (243/1); 4. Eric Bostrom (220); 5. Nicky Hayden (217/1); 6. Miguel DuHamel (198/1); 7. Steve Rapp (195); 8. Tommy Hayden (192); 9. Jason Pridmore (181); 10. Larry Pegram (164); 11. Kurtis Roberts (163); 12. Aaron Yates (124); 13. Richard Alexander (115); 14. Sean Kowalski (102); 15. John Jacobi (95); 16. Keith Wilson (93); 17. Bobby Keith (92); 18. Takahito Mori (87); 19. Mike Ciccotto (70); 20. Anthony Purdue (69).

Upcoming Rounds:
Round 10 - Lexington, Ohio, June 19
Round 11 - Brainerd, Minnesota, August 2



Stephane Chambon (4) leads Paolo Casoli (1), Pere Riba, Jason Pridmore (both partially hidden) and the rest of the Supersport World Series field. The race was red-flagged and restarted.

Corona Extra Supersport World Series
Round 7: Laguna Seca Raceway

A strong first impression

By Mark Hoyer
Photos by Henny Ray Abrams

MONTEREY, CA, JULY 12

In what was the first-ever visit to the United States for the Supersport World Series, it's safe to say we made an impression.

For while the record will show that reigning champion Paolo Casoli won the red-flagged race on aggregate time despite being passed by Stephane Chambon on the final lap, it will also show that Team HyperCycle's Jason Pridmore ran right with the world's best supersport riders the whole way.

It was a remarkable performance that began in qualifying and ended with third place on a world-level podium. After Pridmore took his World Supersport-spec GSX-R600 Suzuki to third on the starting grid, he knew he had the lap times to run at the front, but was unaware how the untested bike would perform head to head with the fully developed machines of the series regulars. In the race, the power deficit would become obvious, but so would Pridmore's determination.

Casoli had the clear advantage in both "legs," running with a 1.5-second lead when the red flag was shown during the eighth lap (Claude Alain Jaggi crashed in turn five), and he was quickly back up to that margin after getting the holeshot on the restart. The wild-haired Italian held a comfortable lead for the better part of the now-18-lap race, but as the laps ticked off he came under attack. It was Pridmore.

The Ventura, California, resident spent the better part of the race in a heated exchange with Team Alstare Corona's Chambon, and had finally muscled past the Frenchman on the 12th lap to begin his challenge for the lead. He passed Casoli ever so briefly between turns 10 and 11, but Casoli turned in aggressively from the outside, killing Pridmore's speed through turn 11 and thus his speed on the crucial front straight. It was, in fact, bad enough that Chambon, who had finally disposed of Team Garella Racing's Pere Riba (he crashed), motored his Suzuki right by Pridmore as well. In the end Pridmore finished roughly two-tenths behind Casoli on the track, who was in turn 1.162 seconds behind Chambon. Casoli, however, had established enough of a lead when the red flag had come out that he was credited with the race win on aggregate time, leaving a nonetheless elated Chambon in second.

Fourth at the finish was Yamaha Belgarda's Vittoriano Guareschi, more than a second behind Pridmore on aggregate time. Guareschi had been caught in an early-race battle with his teammate Massimo Meregalli and finally drafted past him on the front straight on the seventh lap. Although he was only in sixth at that point, the two riders in front of him - Spaniard Riba and Cristiano Migliorati - both ran into trouble as the race wore on. Riba spent most of his race in fourth, finally catching up to third-placed Chambon in the final laps. It was all for naught, however, when he crashed after passing the Frenchman, losing the front end in turn five. Migliorati, meanwhile, had destroyed his rear tire and finished fifth, unable to charge at the leading group.

Migliorati was under no threat from sixth-place finisher Mauro Lucchiari on the De Cecco Racing Ducati. The fact that Lucchiari really only had to make one pass - on eventual seventh-place finisher Wilco Zeelenberg - to get up to where he finished after starting the race in 10th, as the crashes by Riba and Meregalli (as well as the one by first-lap crasher Nicky Hayden) gave him easy promotion through the field.

Though it had been planned from the very beginning for Team HyperCycle's Hayden to participate in the World-level event, there was some question on race day as to whether or not he would even ride the full race distance. Riding his AMA-spec bike - using the required unleaded fuel - after his World-spec machine blew up on the first lap of the second qualifying session, he had scratched his way up to 10th place when the red flag was shown. On the restart, Hayden was in seventh at the end of lap one, but then crashed - unhurt - coming down the hill through Rainey Corner running it what appeared to be sixth.

Sebring Yamaha Austria's Robert Ulm, Kawasaki Belgium's Werner Daemen and Sacchi Corse's Giovanni Bussei rounded out the top 10. American privateers Erik Schnackenberg and John Jacobi finished 14th and 15th, respectively.

Points leader Fabrizio Pirovano, despite not making the restart after crashing and fracturing his foot, still holds the championship lead with the same 101 points he had after the last round, at Kyalami in South Africa. Chambon is second with 92 points, just ahead of Guareshi (88), Casoli (81) and the tied Riba and Meregalli, who both have 67.

It is of interest to note that there were 12 nonfinishers, 10 of those the result of crashes.

When the lights flashed green for the first time at around 2:20 p.m. on a sunny Sunday on the Monterey Peninsula, it was Riba, Chambon and Guareshi leading the way over the crest of turn one, but by the end of the first lap of the scheduled 25, Casoli had already clearly established himself at the front. Pridmore, meanwhile, hadn't gotten off the line as well as he'd hoped to, but he used his extensive experience at Laguna Seca to quickly jump into fourth place.

"I didn't get a great start, but I think my knowledge really helped me going down into turn two," Pridmore said. "I went by like five guys."

Casoli was steady at the front and turning lap times in the 1:31.5 range and was about 1.7 seconds ahead of second-placed Chambon, who had both Riba and Pridmore hot on his heels. But as the leaders came down the hill to complete the eighth lap - what would be the last before the red flag - Chambon made a mistake in turn 10, allowing Riba and then Pridmore by. Pridmore was only past the Frenchman briefly, as Chambon passed the HyperCycle rider on the front straight, but Riba was established in second. Then the red flag came out when Jaggi crashed, the Swiss rider slow in getting up from the middle of turn five's runoff area.

Riba was disappointed.

"Having a restart was very bad for me and I had to pass many riders," Riba said. "I was 1.5 seconds behind Casoli in second when the race was red-flagged."

Pridmore, too, was unhappy, as he had high hopes for how his race had evolved up to that point and even got back past Chambon with an aggressive inside move in turn three.

"I was really setting a pace," Pridmore said. "I was really comfortable and I thought to myself that Casoli really wasn't getting away and if I keep pacing myself, hopefully we'll get close up together again. I was really hopeful because my tires were working really well, but then they red-flagged it - I was really bummed about that."

Pridmore's teammate Hayden had worked up to 10th from his 15th-place start - despite being nearly punted off the track in turn two right off the start when Mario Innamorati rear-ended him - and the team decided to fix Hayden's tail section and send him back out.

It turned out not to have been the best course of action.

The restart was much the same for those who had figured at the front in the first race, with Casoli quickly in the lead and with Riba, Chambon and Migliorati just behind as the pack flew over turn one. The drill was the same for Prid-

more, as well; as he said he once again passed around five riders heading toward turn two. Though he was briefly third, Riba got by to put Pridmore fourth at the end of lap one, while Casoli led Chambon.

Hayden, meanwhile was in seventh and appeared to be on the move, but his race was over before the end of the second lap of the scheduled 18.

"I dragged the cases coming down the hill and it just lifted the wheels right out from under me," Hayden said of his crash in Rainey Corner. "The team didn't want me to ride so we could save the bike for Mid-Ohio. I feel really bad because I just totaled it."

Leader Casoli quickly distanced himself from his pursuers and by the fifth lap he had 1.8 seconds in hand, but second-placed Chambon began chipping away at the gap as the laps clicked off, while Pridmore was busy first with Migliorati, then Riba in a fight for third.

"I got to third really early in the second leg and got in a battle with some guy on a Ducati - don't really know who it was," Pridmore said. "I raced with him a little bit - number 18, I think (Migliorati). Just to race with those guys was really phenomenal."

The fight for sixth was one between teammates, Yamaha riders Guareschi and Meregalli aggressively trading the spot back and forth for several of the early laps. Guareschi prevailed in a straight fight, but Meregalli lost any chance to retort when he crashed in turn five and Guareschi turned his sights forward toward the fading Migliorati.

"I used the draft to pass Meregalli over the hill here (turn one)," Guareschi said. "Two or three laps (later) and no one was there. Then I saw a gap of eight seconds on my pit board and knew he was gone. After that I put in a few hard laps and began to see Migliorati."

Migliorati was struggling with rear grip by this point and his lap times were slowing, something that was clearly apparent to the chasing Guareschi, who hoped to catch the lead pack.

"I saw the groups up ahead and that Migliorati was slow," Guareshi said. "I wanted to pass Migliorati to catch the group ahead, but on the last three laps I had no tire left. I chose the wrong compound. It was too soft."

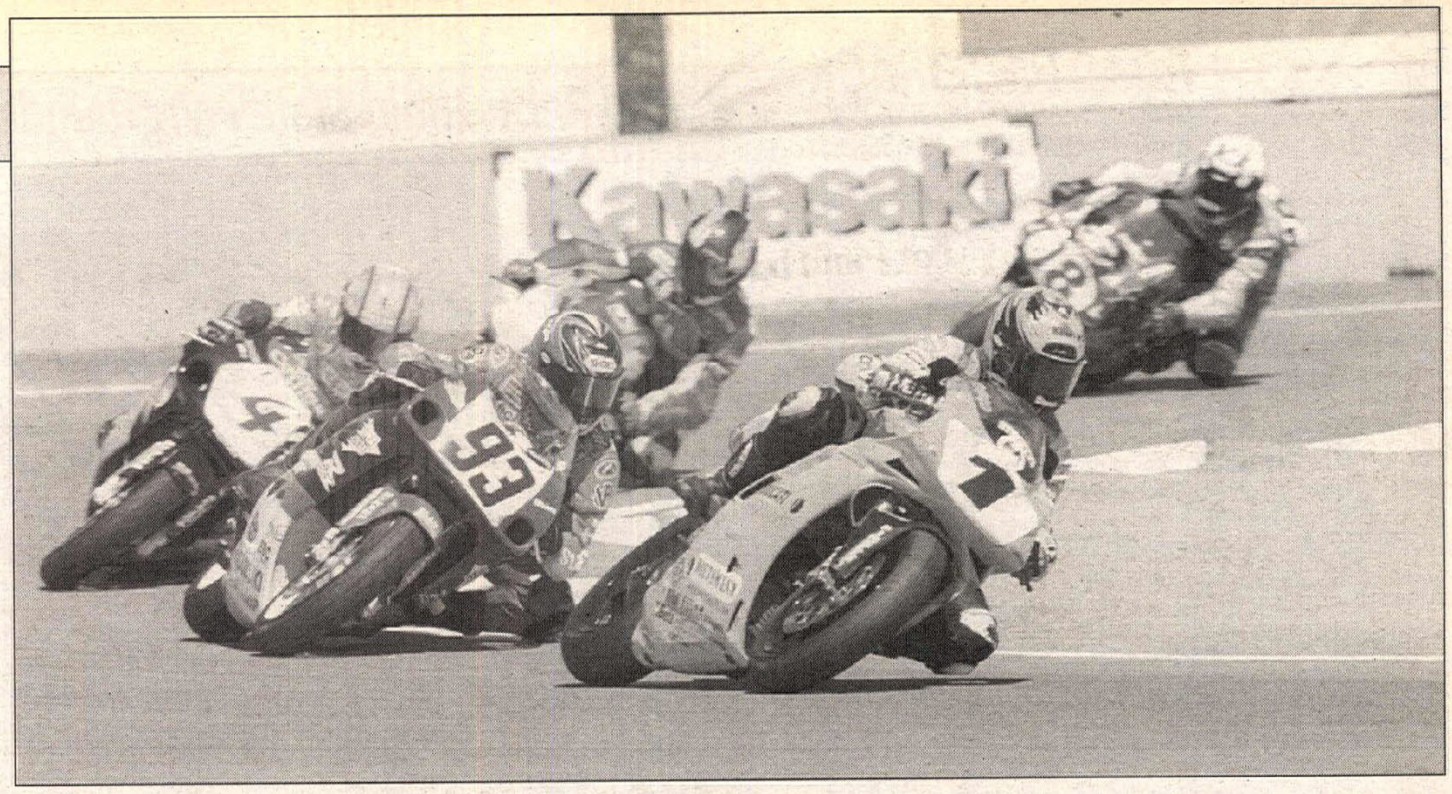
Migliorati simply said, "The rear tire at the end of the race was totally destroyed. I had no acceleration."

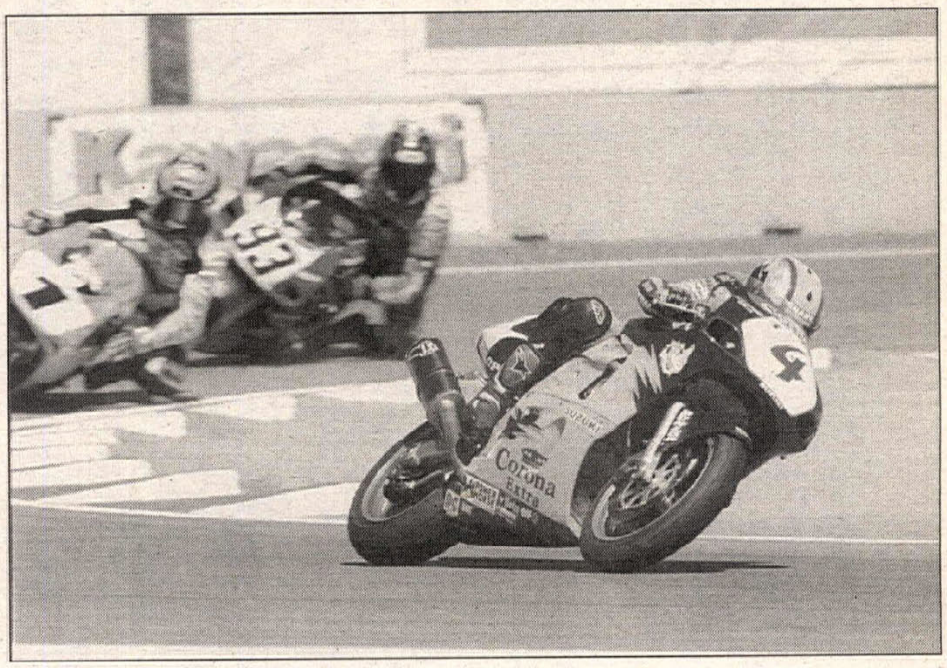
The battle for the lead by this time had reached a fever pitch as the top four had closed up with Pridmore in second, right on the tail of leader Casoli, with Riba and Chambon in a major tussle just behind. The pace proved to be too much for Riba, however, as the Spaniard lost the front end in turn five while running third.

"I am not very happy about the race and I don't really like to talk about it," the dejected Riba said. "It is very hard to pass on this track. Bad luck for me lately: Last two laps in Kyalami I crash, and now here I crash in third place."

The absence of Riba set Chambon free to pursue second-placed Pridmore, who in turn had been challenging Casoli for the lead, predominantly in turn 11 on the brakes.

The critical moment in Pridmore's race came on the 16th lap, when Casoli lost the rear end in turn nine, allowing the Suzuki rider to close the gap significantly and open the door for a pass in turn 11. Pridmore got a wheel in the Italian at the corner entrance, but Casoli was aggressive and turned in to block Pridmore's inside line. The net result was that not only did Pridmore not have the lead, his drive up the front straight was ruined and Chambon took over second and set his sights on Casoli, knowing that not only would he have to pass him but that he needed a gap of a few seconds to take the win on aggregate time.





(Above) Casoli (1) led most of both "legs," but came under severe late-race pressure from Pridmore (93) and Chambon (4). (Right) Chambon led the field across the stripe, but Casoli took the win on aggregate time. Pridmore finished third in his World-level debut.

"I was going for first place, so the only way to win was to overtake him and make the biggest gap possible," Chambon said.

The French Suzuki rider made the pass on Casoli when the Italian was balked on the last lap by a backmarker, but Chambon couldn't pull out enough of a gap to get the overall win.

"It was a very tough race and I had some problems after a few laps, but looking to the end of the race, I was leading with 1.5 seconds on Chambon and wasn't very worried for the last lap," Casoli said. "Then a slow rider slowed me and Chambon was past."

Casoli had the win, though, as the elated Chambon - doing one-footed stand-up wheelies on the cool-off lap - wasn't able to get enough of a time gap to beat the Ducati rider in the aggregate time.

Pridmore finished third and was absolutely elated to make the podium in what was his first-ever world-level race.

"Obviously, anyone who was watching could see that we were lacking in a couple of (performance) areas, but this bike had never been ridden, ever, before this weekend," Pridmore said. "We were just lacking a little bit of development time. If we had a little bit of development time and could do some things that the other teams had done to theirs, it would have been even closer still. I felt like I could run with them. I felt like I could pull away from them if I ever could have gotten by them. I think if I could have led those guys into turn two, I might have been able to get away.

"I'm really excited about where I finished," Pridmore continued. "Hopefully it will open up a few doors for me next year." CN

Laguna Seca Raceway
Monterey, California
Results: July 12, 1998 (Round 7 of 10)

SUPERSPORT FINAL: 1. Paolo Casoli (Duc); 2. Stephan Chambon (Suz); 3. Jason Pridmore (Suz); 4. Vittoriano Guareschi (Yam); 5. Cristiano Migliorati (Duc); 6. Mauro Lucchiari (Duc); 7. Wilco Zeelenberg (Yam); 8. Robert Ulm (Yam); 9. Warner Daemen (Kaw); 10. Giovanni Bussei (Suz); 11. Stefan Nebel (Kaw); 12. Javier Rodriguez (Yam); 13. Albert Aerts (Yam); 14. Erik Schnackenberg (Suz); 15. John Jacobi (Yam); 16. Sebastien Charpentier (Hon); 17. Alfonso Ferrell (Suz).
Time: 38 min., 21.547 sec.
Distance: 25 laps, 60 miles
Average speed: none, due to red flag
Margin of victory: .364 sec. (aggregate)
Fastest lap: Pere Riba, 1:30.742/88.796 mph, lap 8
SUPERSPORT WORLD SERIES CHAMPIONSHIP POINT STANDINGS (After 7 of 10 rounds): 1. Fabrizio Pirovano (101/3 wins); 2. Stephan Chambon (92/1); 3. Vittoriano Guareschi (88); 4. Paolo Casoli (81/2); 5. (TIE) Massimo Meregalli/Pere Riba (67); 7. Cristiano Migliorati (58); 8. Wilco Zeelenberg (53); 9. Giovanni Bussei (29); 10. Robert Ulm (26); 11. Sebastien Charpentier (25/1); 12. Mauro Lucchiari (23); 13. (TIE) Marco Risitano/Yves Briguet (20); 15. (TIE) Jorge Teuchert/Giuseppi Fiorillo (19); 17. Jason Pridmore (16); 18. Roberto Teneggi (13); 19. Francesco Monaco (12); 20. Brett McLeod (11).

Upcoming Rounds:
Round 8 - Brands Hatch, England, August 2
Round 9 - A-1 Ring, Austria, August 30

Rules were meant to be...

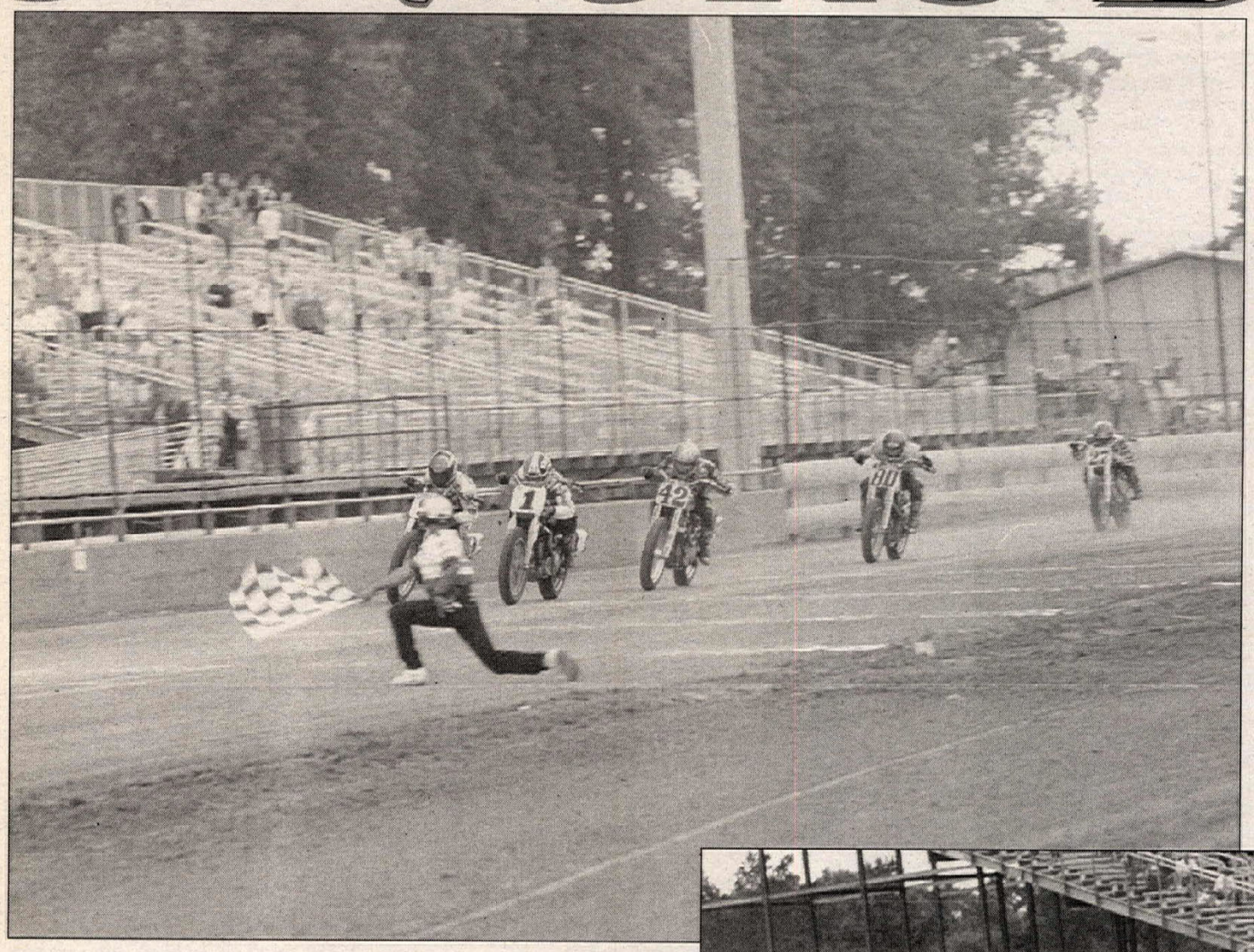
...more lenient, at least when comparing World Series Supersport motorcycle specifications and AMA Supersport specs. The FIM is considerably more open in what it sees as allowable modifications for machines entered in its supersport series. About the only item that can be considered more restricted is that the FIM mandates the use of unleaded fuel. These are some of the major differences in the rules with regard to what the FIM allows and the AMA does not:

- A fully ported cylinder head
- Camshafts with more lift, but stock duration
- 1mm-over pistons
- A modified airbox or complete removal of the air filter
- Titanium fasteners on the chassis
- Carbon-fiber bodywork
- Use of close-ratio gearbox

It is also interesting to note one source claimed that the output of the Belgarda Yamaha bikes - remember we're talking about a 600cc bike here - is claimed to be 126 horsepower at the crankshaft. Some estimates have AMA bikes pinned at 105-110 horsepower. As for tires, the FIM lets a lot more fly in that arena as well. Both Michelin and Dunlop have tires available to their World Supersport riders that are not available in the AMA series. In Dunlop's case, at least one of these is a very soft qualifying tire said to last about as long as any qualifying tire, or about three laps. As Dunlop-sponsored riders, both Jason Pridmore and Nicky Hayden were give one each of these, though neither was able to put it to good use - Pridmore because he was balked on his fast lap and Hayden because by the time he realized how good the tire was, he had already used it up. Michelin World Supersport riders are treated to a Pilot radial that is the replacement for the TX15 and TX25, a tire that was "not available to Joe Public," a Michelin representative said. Pirelli, meanwhile, said that its World Supersport riders choose from the same selection as do the AMA racers - about five compounds - but that if a World race is declared "wet" by the FIM, a non-road-legal rain tire that matches a submitted tread pattern can be used. The qualifying tire Paolo Casoli used to qualify fourth was an AMA-legal "rain"-compound DOT. Casoli said that his qualifying tire is only good for .2 to .3 of a second, but that he thinks that the Dunlops allow a gain of 1 to 1.5 seconds. Since 1989, when the Supersport World Series was still only the European championship, Pirelli has been the championship-winning tire.

Round 7: DuQuoin State Fairgrounds

SENIOR'S DAY



By Dave Hoenig
Photos by Flat Trak Fotos

DUQUOIN, IL, JULY 11

"It's just three old farts on the podium, that's what you had today," exclaimed Scott Parker after the defending AMA Grand National Champion and his two "old buddies," Jay Springsteen and Steve Morehead, swept the top three spots in the DuQuoin State Fairgrounds' Magic Mile.

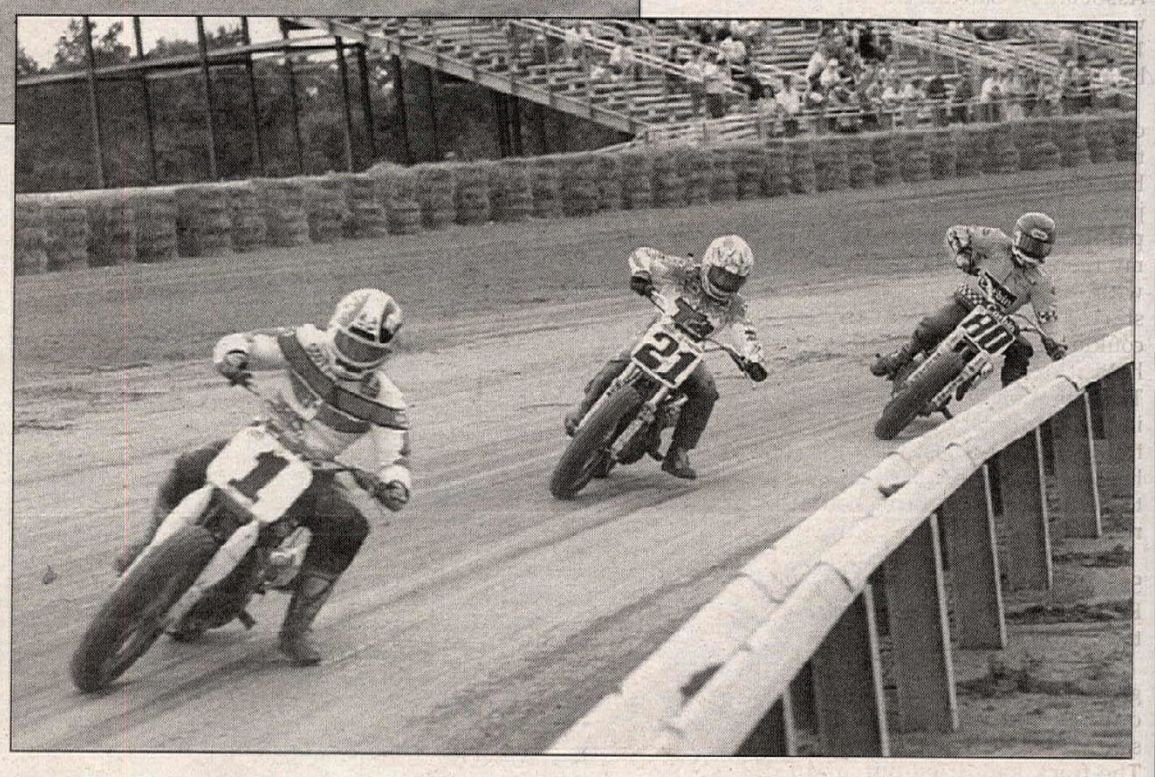
"It was really a good race; early on, guys were dancing all around down in turns one and two," the Harley-Davidson factory-backed Parker said. "It was really different for a mile. There was not a lot of freight-training, but there were several leaders. Will (Davis) led it for a while, (Rich) King, me, Morehead and Springer there towards the end of the race all took turns."

Of course, the win extends Parker's career-win record, his 88th victory coming at the site of his first win almost 20 years ago, in 1979.

A night of rain had delayed the start of the middle jewel of the Illinois Motorcycle Dealers Association's triple crown. Wheel-packing brought the track into what appeared to be great shape, but then, just as practice was about to start, another rainstorm hit and the event was pushed back even further.

Eventually the track was brought back, and the racing got under way, albeit under a time-saving format that would see the four heats transferring five riders directly into the National, with no semis.

(Above) Scott Parker (1) barely outran mentor Jay Springsteen (partially hidden) and Steve Morehead (42) back to the finish line for the win at the DuQuoin Mile. With that, Parker boosted his career tally to 88 Grand National wins.
(Right) Parker (1), Will Davis (21) and Rich King (80) battled for the lead for much of the race before being caught by the pack. King finished fourth, Davis seventh.



The fast oval's two ends developed completely different lines, as turns one and two were pretty much deep cushion and turns three and four were blue-grooved. Late in the main event, the first two turns developed a small groove, but not exactly a smooth one.

Much like he did at the Springfield race, the RC Trucking/Bartels' Harley-Davidson-backed Springsteen made a late-race charge that fell just short of the win. Springsteen also rode this race with no brake.

"I lost my brake the second or third lap," Springsteen said.

Springsteen was faced with a real challenge, as he attempted to work his way up from a 12th-place start with no brake.

"I got tangled up with Hacker off the starting line," Springsteen said. "I just sat there and spun the rear tire. Once I settled in, I knew I could start picking them off, because the bike was working really well. The only place I needed my brake was getting into turn three; because it was so narrow, everybody had to go in single file. I had to let up early and let them get in so I could coast my way in. Going into turn one was no problem because I could take a different line than the guys that were running tight."

Parker rode much of the early laps in fifth place, not really showing much of a challenge.

"I was looking for my line early," Parker said. "I felt pretty good but couldn't really work my way to the front too quick. I was just out there, running my laps. Everything was working great, but I just wasn't going anywhere. I was just out there, dancing around, trying to keep an eye on where everyone was moving. I was looking for a place to go. Finally, I just decided I had to follow them. I moved up to where they were going and then I started to reel them in. Then it was racing again. I moved up to the top, but Will was making the bottom work, so I went back down to the bottom. That's where I was the first few laps. The top started drying out and got real inconsistent, so everyone went to the bottom, and a groove just appeared. It went from no groove at all to a groove a couple of feet wide just like that. When you've got 20 bikes out there, cutting laps in the same spot, the groove has to come up."

F&S Harley-Davidson/KK Motorcycle Supply's Steve Morehead had by far his best performance of 1998, finishing a very close third. After dominating the first 10-lap heat, Morehead took the lead in the main event on lap two. The 25-year veteran showed the fast way for five laps before Will Davis charged to the point.

"We jumped out to an early lead, but there just wasn't anything up there in the middle of the corner. It was bone dry where I wanted to be, (and) I sure wish they had put more water on the track," the "Findlay Flier" said. "It took a long time for me to figure out the bottom, because I hadn't been there all day. I just sat back there and followed Camlin around and we waited until the groove developed, clear down at the bottom of one and two; then we were ready to go again. I just had to figure the race track out. While we were down there puttin' around on the bottom, there goes Springer buzzin' around on

the outside. That was just too cool. Late in the race, you hate to try and move up there like that, because you don't think you have any tire left. You run off in there and hit those marbles and it just skates off."

Once again, Rich King put in a solid ride on the Corbin Racing Honda, but another fourth-place finish was not what King was hoping for.

"We were right in the hunt; in fact, I was holding back early, trying to save my tire," King said. "Then at the end I just didn't have enough to go with them. I got to drafting back and forth and then, when Parker got out front, I could run with him, but I just couldn't seem to get by. Then Morehead drafted by and Springer drafted by. There's no excuses - I just got fourth. There was nothing I could do with them. We sure tried. I just came up a little short. It's getting to be kind of a broken record. I'm a little disappointed. I really thought we had something there. Like most miles I've run, I think I've got it figured out; Then towards the end... I don't know."

Team Saddlemen/1-800-FASTHOG's Dave Camlin was in the thick of the battle, but fatigue on the hot humid day slowed the 1994 and '95 winner.

"The bike felt strong, but with about six laps to go my tongue was hanging out the helmet," Camlin said. "I don't know if it's mental or what. I don't get it. I've never been like that. I don't know if something is wrong with me or what. I'm just thankful we got through it and got fifth. Will Davis and I are on the same training program. I'm changing."

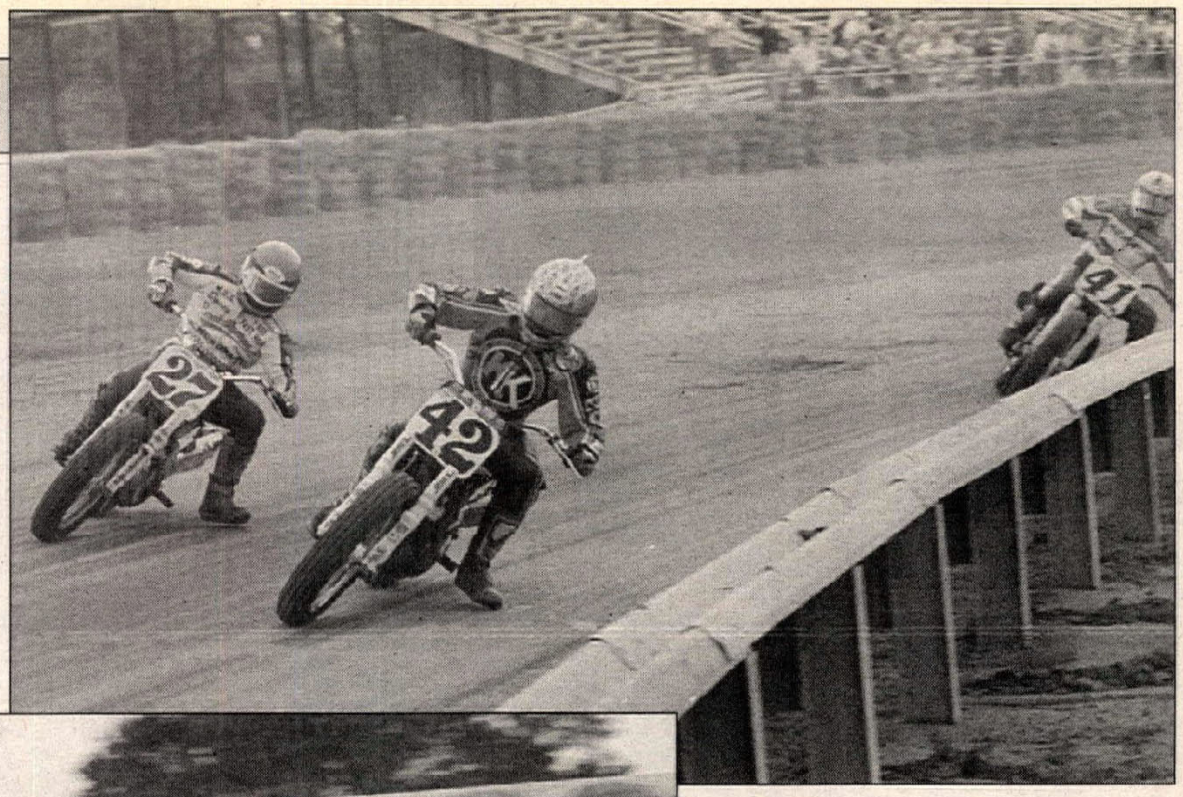
Davis fared even worse, leading until lap 12 before Parker took over for two laps. The Tom Cummings Racing/Michigan Harley-Davidson Dealers Association-backed North Carolinian was back on top for the last time on the 15th lap, but brutal arm cramps almost brought Davis to a halt.

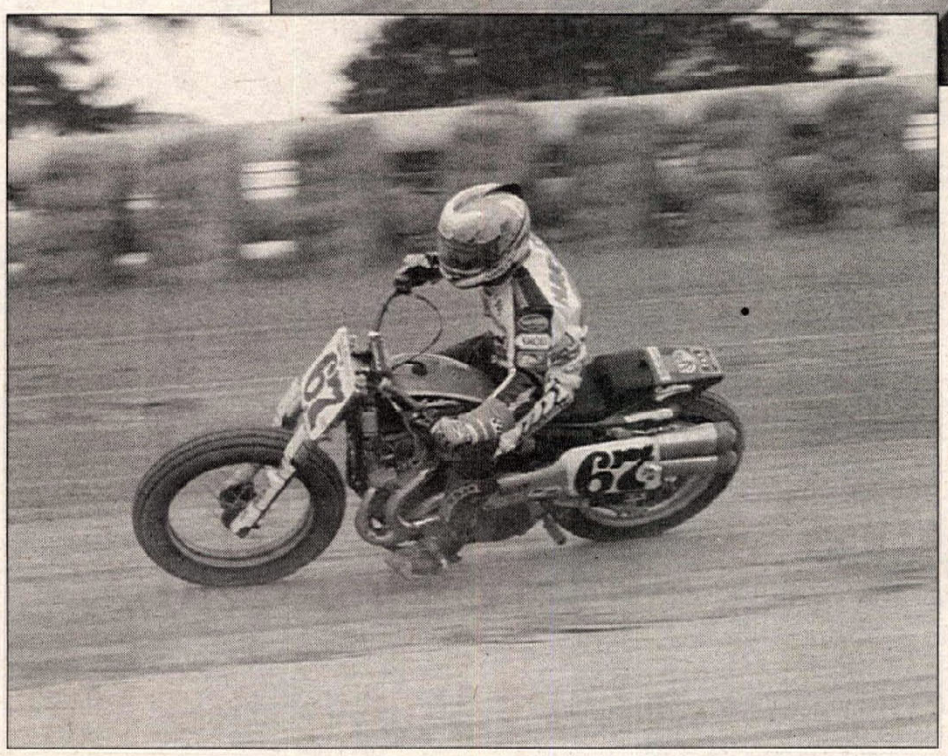
"The last eight or nine laps, I just couldn't hold the gas on," Davis said. "I tried to get it wide open and wedge my hand up; I just couldn't do it. My hand just quit working. Once my arm pumped up, the wrist won't turn and my fingers went numb. I started racing with Rich; then that's about the time I started to feel my arm tighten up. I couldn't grip the throttle tight enough to hold it open down the straightaways. The vibration would just spin it closed in my hand. All I could do going into the corners was just let it go; then I'd have to try and get back and get a grip to get through the turn. You just can't ride like that."

A last-lap gamble failed to pay off for Sacramento Harley-Davidson/Phoenix Racing's Chris Carr, as he finished sixth, the last rider in the lead draft.

"At the end we caught the lead group, but I tried to go around on the outside and lost one position," Carr said. "I wasn't going to win from fifth. The track had dried out, and I didn't have near as much tire on the rear wheel. It just wasn't working up there."

After the Grand National was over, the Harley-Davidson Sportster Performance Series took to the track. Darkness was fast approaching as Miller Electric/Las Vegas Harley-Davidson/Roeder Harley-Davidson's Jess Roeder took his second consecutive National win. Defending series champion Dave Camlin was a close second on his Team Saddlemen/1-800-FASTHOG Sportster, after the two touched in turn three on the last lap. Roeder apologized on the podium, and it went down as a racing incident. DPC Racing/Tilley Harley-Davidson's Willie McCoy was third.





(Right) Third-place finisher Morehead dices with two-time DuQuoin Mile winner Dave Camlin, who finished fifth. (Below) Coming back around: Mike Hacker bagged another top-10 finish at DuQuoin, placing ninth, and appears to be gaining speed and consistency with each passing week.

HEATS

Steve Morehead was very impressive as he jumped out on to turn one's cushion and pulled to a huge lead in the first heat. The Ohio veteran was never challenged as he left Dave Camlin to battle with Scott Parker, who came from midpack to take second by the third lap. Camlin didn't fold and kept the pressure on the champ until the end.

Gardner Racing/Walters Brothers Harley-Davidson' s Dan Stanley rode to a lonely fourth, but the battle for the final transfer spot went down to the wire. Team Powell/Van Beek Harley-Davidson's J.R. Schnabel ran as high as third early, only to drop off the pace and into a battle with Dale Jenneman.

Mike Varnes looked to be on his way into the National when the Jenneman-Schnabel conflict caught up to him with just two laps left. When the trio exited turn four for the last time, Jenneman slipped high off the groove, sealing his fate. Schnabel proceeded to send Varnes back to his van by grabbing fifth.

The second heat featured a much closer race for the lead, as Jay Springsteen and Missouri Harley-Davidson/Dave Burks' Motorsports' Joe Kopp raced for the lead. They were soon joined by Rich King and Stylemaster Custom Motorcycles-backed Steve Beattie. King and Springsteen separated themselves somewhat from the rest. Kopp faded with brake problems, while Brett Landes and his Audiovox/Quaker State/Donahue Harley sliced through the field.

King would edge Springsteen, with Landes pulling down third. Despite his locking brake, Kopp was able to hold on to fourth over Beattie.

Rose Racing/Schaeffer's Harley-Davidson's Kevin Varnes got the holeshot in the third heat, but Chris Carr rocketed by and led at the end of the first lap. They were three wide through turns one and two, as Carr held off Chris Evans, Varnes, Paul Morgan III, Bryan Bigelow, Kenny Coolbeth and Paul Bergstrom.

The only red flag of the day would come out on lap three. Gary Rogers would explode the hay bales in turn three, but he was quickly up and pushing his bike back. His Corbin Racing team was able to replace his badly bent front wheel, and Rogers made the restart.

Carr picked right up where he left off, leading Varnes, Bigelow, Evans and Coolbeth. Quickly, the pack reeled in Carr and on lap seven Carr was replaced at the front by Missouri Harley-Davidson/Dave Burks' Motorsports' Coolbeth.

The next lap found Varnes leading Coziahr Harley-Davidson's Morgan, who had appeared from midpack. Carr was all the way back to fifth with just two laps left. Morgan would lead USC Racing/Lancaster Harley-Davidson's Bigelow as the field started the last lap. Carr regrouped in time to take the win over Morgan, Bigelow, Coolbeth and Varnes.

Last week's big winner, Geo Roeder II, led the last heat into turn one, but Will Davis went by like a shot. Davis then proceeded to run away from everyone as he posted the second-fastest heat to Morehead's.

The race for second was remarkable. KK Motorcycle Supply/Mike & Eddie Adkins-backed Roeder was joined by USC Racing' Terry Poovey, USC Racing/Lancaster Harley-Davidson's Dan Butler, 1-800-FAST-HOG-backed/Team Saddlemen Mike Hacker, Fred Schmulbach Racing's Johnny Murphree and S&B Racing's Bret Beyer. Murphree fell just off the pace, leaving five riders to battle over four transfer slots. When the five exited turn four on the last lap, Beyer slowed drastically with a flat rear tire. Poovey garnered second over Hacker, Butler and Roeder. The Grand National field was now set.

GRAND NATIONAL

Terry Poovey got the holeshot on his new Honda, with Carr, Morehead, Parker and King right behind. Poovey held the lead at the end of the first lap, but Morehead was looking to blitz the field, as he had done in his heat.

However, as Morehead's favored line went away, he faded back to fifth before his late-race resurgence. Davis slipped under Morehead as they started the sixth lap. Davis left Morehead to fend off a heated challenge from Rich King, who reached second and was right behind Davis before appearing to reach a performance plateau.

"The lines changed as the race went on," King said. "Three and four were always the same, maybe faster. It got easier to get through there. One and two went from a cushion to a groove. I wish the track would have stayed; I was getting around pretty good early. I think the track came to everybody else, but I just didn't have enough for them at the end."

Parker began his trip to the front on about lap seven, after he patiently waited for the track to come to him.

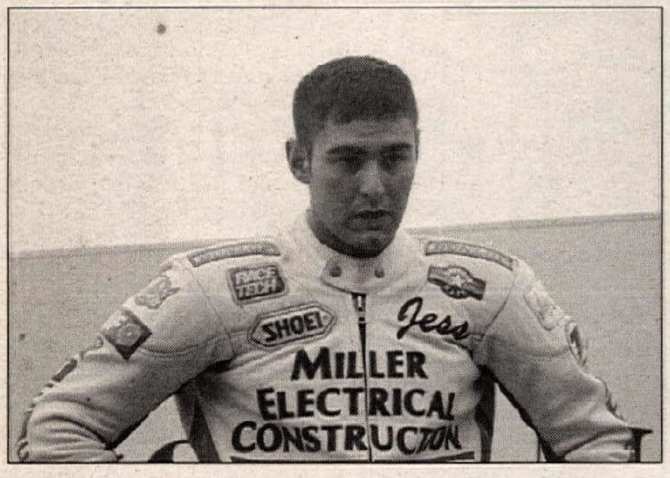
"It was an unusual race - normally you don't see that many guys dancing around like that," Parker said. "Turns three and four were like a road race; and one and two - you had to dance through there. Everyone was using the same line off turn two, but some were high and others low into the turn. You could be really fast to that point, and it was like, 'All right, I'm going to get 'em, I'm going to get 'em,' then they were coming with so much momentum that you had to shut off. One of you had to go, 'Oh no, it's the other guy's chance here.'"

By the 10th lap, Parker was testing the waters with Davis and King, only to drop back a little for a couple of laps. Parker blasted into the lead on lap 13, only to have both Davis and King regain their positions on lap 15.

One lap later, Parker wrestled the lead back once more. Davis' arm problems were pushing him out of contention, and first Springsteen and then the resurgent Morehead got by King.

With five laps to go, the lead pack

Round 7: DuQuoin State Fairgrounds



(Above) Ain't ready for the rest home yet: Morehead (left) and Springer (right) flank that "kid" Parker, who, at 37, was the youngest rider on the box.
(Left) Jess Roeder continued his winning ways in the Harley-Davidson Sportster Performance Series by scoring his second victory in as many weeks.

was made up of Parker, Springsteen, King, Morehead and Camlin. One lap later, Carr also jumped into the action.

"All those guys up front were strong," Carr said. "It seems like both here and (at) Springfield, if you have a big pack of riders, it's harder to draft than it is if you just have one or two guys. Everybody is feeding off each other."

The finish came down to Parker, Springsteen and Morehead making a run to the line.

"I knew Jay was coming, but I think his brake problem kept him from getting as hot as he wanted," Parker said.

"For about four laps we raced together an he kept beating me to the line," Springsteen said. "I knew I was going to have to be close to him coming off four, so I could get his draft. I stayed in his draft so long that I thought I touched his rear wheel before I pulled out. I tried to stay in there as long as I could, to get a drive. I think he beat me by half a wheel, maybe."

"Well, we've had better days at DuQuoin," Carr said. "I really struggled early on, but the track came to me. At this track, when it's loose down the straightaway, it's hard to pull out and go by somebody. After I moved to the bottom, my lap times dropped pretty dramatically throughout the main event. I was happy once the groove got fuller down low."

Landes was strong all day long and proved it with an eighth-place finish. Camlin's teammate, Hacker, also grabbed another top-10 finish, ending up ninth.

Dan Butler and Hacker used their battle to get by Poovey late in the race.

"We put on a new tire for the main event, because we didn't have enough time to scuff one in, with no qualifying heats," Butler said. "We went out on a fresh edge and got a great holeshot, but man, when we went through three and four the first time, everyone pulled away from me like I was sitting still."

Finishing off the pace behind Poovey was Joe Kopp.

"We did pretty good the last half of the race, but just got a real bad start," Kopp said. "Early, I was running high in one and two and it was a struggle. I was really fast through three and four and was making up time, but I'd lose it all back in one and two. When I saw that narrow groove coming on, I dropped down on it. I was running a lot better the last half of the race, but by the time I got by Roeder and those guys, the lead pack was half a lap ahead."

Roeder, Bigelow, Varnes, Morgan and Stanley rounded out the finishers. Coolbeth, Schnabel and Beattie all failed to finish.

"It was a major engine failure this time," Beattie said. "Two weeks in a row, but this time it's really major."

"I dug the footpeg into the ground and it spun around. After the third lap I didn't have anyplace to put my foot," Schnabel said. "I found a place to put it and started to catch back up, but it was awkward and I fell back off the pace. I fell out of the draft and figured I might as well pull off. I knew with 20 riders out there, the last three would all only get one point anyway. We've made the last three mains and I've only picked up four points total."

Coolbeth's race ended with a shock failure on lap 19 after he had worked his way up to 13th, right on teammate Kopp's rear wheel.

HARLEY-DAVIDSON SPORTSTER PERFORMANCE NATIONAL

Darkness was rapidly approaching as the Sportsters took to the track for their practice and heat races. Three heats were used to pare the 29 entries down to the 17-rider National.

Series points leader Jess Roeder captured the first heat over Scott Stump and Billy Martin. The second heat belonged to Shaun Russell, ahead of Mike Hacker and Paul Bergstrom. The last heat saw Dave Camlin top Willie McCoy and Brian Kromroy.

The 17 riders hurried to the line for their 12-lap main. Roeder was in the biggest hurry off the line, and he led Stump, McCoy and Camlin into the first turn. Roeder looked to have things under control, with McCoy, Stump, Russell, Camlin and Hacker in a tight formation.

They reeled in Roeder, with McCoy in front on lap four. That lead was short-lived, however, as both Roeder and Camlin slammed by the Texan. At the halfway point, Russell moved into third and, with four laps remaining, Camlin took the lead.

Camlin actually pulled to a small lead, which he held until the last turn of the last lap. Roeder captured his third win of the year, with Camlin a close second. McCoy was also within striking distance but was forced to settle for third. Russell ended up fourth, as Stump repassed Billy Martin on the last lap for fifth. Brian Kromroy, Al Eadie, James Hart and Greg Teague rounded out the top 10.

Hacker, Ryan Brown, Brian Thomas and John Clark were the rest of the finishers. Paul Bergstrom, Bob Buffington and Gary Rogers failed to finish. CN

DuQuoin State Fairgrounds
DuQuoin, Illinois
Results: July 11, 1998 (Round 7 of 19)

HEAT 1 (10 laps; 11 riders, top five transfer): 1. Steve Morehead (H-D); 2. Scott Parker (H-D); 3. Dave Camlin (H-D); 4. Dan Stanley (H-D); 5. J.R. Schnabel (H-D); 6. Dale Jenneman (H-D); 7. Mike Varnes (H-D); 8. Billy Martin (H-D); 9. Jaime Aguilar (H-D); 10. Kyle Long (H-D); 11. Jim McIlvena (H-D).
Time: 6 min., 11.871 sec.

HEAT 2 (10 laps; 11 riders, top five transfer): 1. Rich King (Hon); 2. Jay Springsteen (H-D); 3. Brett Landes (H-D); 4. Joe Kopp (H-D); 5. Steve Beattie (H-D); 6. Paul Lynch (H-D); 7. Josh Butler (H-D); 8.Devon Pritchard (H-D); 9. John Nickens III (H-D); 10. Marco Morello (H-D); 11. Nick Daniels (H-D).
Time: 6 min., 14.291 sec.

HEAT 3 (10 laps; 10 riders, top five transfer): 1. Chris Carr (H-D); 2. Paul Morgan III (H-D); 3. Bryan Bigelow (H-D); 4. Ken Coolbeth Jr. (H-D); 5. Kevin Varnes (H-D); 6. Shaun Russell (H-D); 7. Paul Bergstrom (H-D); 8. Gary Rogers (H-D); 9. Chris Evans (H-D); 10. Randy Shank II (H-D).
Time: 6 min., 17.710 sec.

HEAT 4 (10 laps; 10 riders, top five transfer): 1. Will Davis (H-D); 2. Terry Poovey (Hon); 3. Mike Hacker (H-D); 4. Dan Butler (H-D); 5. Geo Roeder (H-D); 6. Johnny Murphree (H-D); 7. Bret Beyer (H-D); 8. Willie McCoy (H-D); 9. Danny Koelsch Jr. (H-D); 10. Steve Gill (H-D).
Time: 6 min., 13.628 sec.

GRAND NATIONAL (25 laps; 20 riders): 1. Scott Parker (H-D); 2. Jay Springsteen (H-D); 3. Steve Morehead (H-D); 4. Rich King (Hon); 5. Dave Camlin (H-D); 6. Chris Carr (H-D); 7. Will Davis (H-D); 8. Brett Landes (H-D); 9. Mike Hacker (H-D); 10. Dan Butler (H-D); 11. Terry Poovey (Hon); 12. Joe Kopp (H-D); 13. Geo Roeder II (H-D); 14. Bryan Bigelow (H-D); 15. Kevin Varnes (H-D); 16. Paul Morgan II (H-D); 17. Dan Stanley (H-D); 18. Ken Coolbeth Jr. (H-D); 19. J.R. Schnabel (H-D); 20. Steve Beattie (H-D).
Time: 15 min., 14.081 sec.

AMA GRAND NATIONAL CHAMPIONSHIP SERIES POINTS STANDINGS (After 7 of 19 rounds): 1. Scott Parker (128/4 wins); 2. Rich King (87); 3. Chris Carr (79); 4. Will Davis (74/1); 5. Jay Springsteen (67); 6. Geo Roeder (63/1); 7. Kevin Varnes (56); 8. Steve Morehead (51); 9. Mike Hacker (43); 10. (TIE) Dan Stanley/Joe Kopp (42); 12. Bryan Bigelow (40); 13. Terry Poovey (36); 14. Brett Landes (35); 15. Dave Camlin (34); 16. Nicky Hayden (27); 17. Chris Evans (25); 18. J.R. Schnabel (22); 19. Dan Butler (21); 20 (TIE) Paul Morgan III/Steve Beattie (19).

HARLEY-DAVIDSON SPORTSTER PERFORMANCE NATIONAL (12 laps; 17 riders): 1. Jess Roeder; 2. Dave Camlin; 3. Willie McCoy; 4. Shaun Russell; 5. Scott Stump; 6. Billy Martin; 7. Brian Kromroy; 8. Al Eadie; 9. James Hart; 10. Greg Teague; 11. Mike Hacker; 12. Ryan Brown; 13. Brian Thomas; 14. John Clark; 15. Paul Bergstrom; 16. Bob Buffington; 17. Gary Rogers.
Time: 7 min., 41.259 sec.

HARLEY-DAVIDSON SPORTSTER PERFORMANCE SERIES POINTS STANDINGS (After 5 of 13 rounds): 1. Jess Roeder (103/3 wins); 2. Dave Camlin (69/1); 3. Shaun Russell (68/1); 4. Scott Stump (61); 5. Billy Martin (57); 6. Mike Hacker (55); 7. Gary Rogers (53); 8. Willie McCoy (51); 9. Brian Kromroy (46); 10. Tim Eades (43); 11. Tom McGrane Jr. (30); 12. Ryan Brown (29); 13. (TIE) Paul Bergstrom/Jason Fletcher (24); 15. James Hart (23); 16. Al Eadie (22); 17. Robert Miller (21); 18. (TIE) Yuhiko Hirao/John Faulkner III (18); 20. (TIE) Bob Buffington/Geramy Rackley (15).

Briefly...

Just seven races into the 19-race season, **Scott Parker's win** gives him an even more **commanding, 41-point lead** over **Rich King**. Parker has not only qualified for every National, he has won four of the six that were completed and has been on the podium at the other two, with a second and third.

At the start of the year, TCR's **Will Davis** looked to be Parker's main challenger, but it has been a frustrating year for Davis and now his arm problems have heaped more frustration on him. "The last five laps, I'd have paid good money just to be able to pull off," Davis said. "I thought I was going to end up going through the fence. I had this problem at Del Mar last year, and I worked all winter on trying to help it, but it seems everything I've done has just made it worse. That was the best motorcycle I've ever had. That motorcycle is capable of getting things done. It's as fast as any motorcycle on that race track, if I could just ride it like I was supposed to."

Steve Morehead has also had a trying season to this point, but sees a light at the end of the tunnel. "Gary (Stolzenburg) and Dennis (Town) have put in a lot of hard hours on my motorcycle, and it's going to show from here on out the rest of the year," Morehead said. "I'm starting to feel comfortable on the single-shocker, and we're starting to gel together. I think we'll be a force to reckon with the rest of the year. It's not age. The reason we've been running (poorly) is, I just haven't had my act together, myself. We're capable of doing things like that heat win, but it's just taking a little time for me, Dennis and Gary to gel. Now we don't have just one good motor, we have three of them. We just need to get our combinations dialed. I think we've finally got a handle on our chassis problems. I'm happy. I know Dennis and Gary are, too. They were needing this finish as bad as I was."

Terry Poovey is planning to return to more races now that he has his new Honda running. "I've been working on this thing so hard, it's all I've done since Springfield," Poovey said. "I haven't ridden a motorcycle or anything. These guys are out here racing every week. I've got to ride to get back in there. It's okay. I've just got to come to the races. For the first time out, I'm happy. There are a few things I need to do, but we're not far off. Before Springfield I worked out hard, but since then I've had to spend all my time working on getting this bike ready. I need to keep coming to the races. We were close on the setup, even without much time on the bike. It hurt me to not have the scratch heats and some more practice on the bike, because of the rain."

"Mr. Consistency," **Rich King**, is not completely thrilled with his consistent fourth-place finishes of late. "I'm just a little disappointed... We've been so close to winning," King said. "I've got some good sponsors and one of the best tuners out there, and I'd really like to get on the box for them. I just feel like I ought to win."

Although he has yet to win a race since his return from road racing, **Chris Carr** continues to be impressive. At DuQuoin, he was just a little off on setup again. "When you get rain, usually you get the best track or you get the worst," Carr said. "Today was right in the middle - it wasn't the best and by far it wasn't the worst. Turns one and two, until midway through the main event, were pretty much a free-for-all going in, and it grooved up coming off. Turn three was really narrow coming in, but you could rail it hard coming off four; it had good grip. As soon as you made the initial turn, you could dial it on and get going."

HONDA

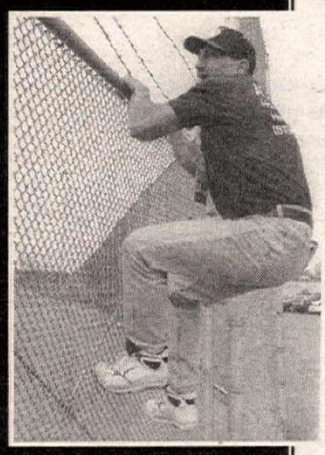
SUZUKI

MMI Motorcycle Mechanics Institute

MW2 journeys to the International Six Days Enduro US Qualifiers, where Jerry joins off-road stars Scott Summers and Chris Smith in an attempt to win a spot on Team USA. Jerry, who was raised in the woods of New England is actually a skilled off-road rider. He's tough, he's in shape and he can ride. If he qualifies for Team USA what will the rest of the world think of us? Find out on MW2 Rev It Up!!!

Then, MW2 Rev It Up treks to ... Alaska, the land of the midnight sun, the Moose, the Bald Eagle, the Grizzly Bear, King Crab and the Salmon. Alaska, where MW2 Rev It Up will journey with Guy Cooper and Jerry Bernardo to see the Northern Lights. Coop and Jerry will both compete in the Alaska MX and then explore our northern-most state on Dual-sport bikes. It's summer in the Great White North and they can ride in sunlight 24 hours a day! Jerry's last words, "Don't send me out in the forest where, I might get eaten by a bear." Motocross, Cooper, Alaska, Jerry being eaten by a bear, only on MW2 Rev It Up!!!

In July 1776 our nation's founders signed off on the Declaration of Independence and had a party. In July 1998 MotoWorld will celebrate another great month of racing! There are three big AMA Motocross Nationals in July, a GNCC, Hill Climbs, Drag Racing, Road Racing, profiles and interviews with the stars. See it all on MotoWorld! It's the patriotic thing to do.



A Championship in the AMA National Motocross Series means big bucks, multi-year contracts, fame, and a cool number one plate for your bike. The AMA 125cc National Motocross Championship and the AMA 250cc National Championship are still up for grabs in July. In the 125cc class, Dowd, Lamson, and Button are all gunning to knock Ricky Carmichael off the top of the box and secure good jobs for next season. The action is even hotter in the 250cc class as Albie, McGrath, Ward, Lusk, Henry, LaRocco, Emig or Windham could earn a victory at any track any time. It's a "Battle Royal" in July on the AMA National Motocross Series!

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HUNGRY FOR ACTION?

HERE'S THE MENU:

Date	Eastern Time	Description
7/1/98	4:00 AM	MotoWorld (R)
7/1/98	12:00 PM	Southwick, MA Motocross (R)
7/2/98	6:30 PM	MotoWorld
7/3/98	10:00 PM	Budds Creek, MD Motocross
7/5/98	3:30 AM	MW2 Rev It Up
7/5/98	11:00 AM	MotoWorld (R)
7/6/98	3:00 AM	MotoWorld (R)
7/6/98	1:00 PM	Budds Creek, MD Motocross (R)
7/9/98	6:30 PM	MotoWorld
7/10/98	6:30 PM	MW2 Rev It Up
7/11/98	2:30 PM	MotoWorld (R)
7/13/98	3:30 AM	MW2 Rev It Up
7/14/98	3:00 AM	MotoWorld (R)
7/16/98	6:30 PM	MotoWorld
7/18/98	1:00 PM	Buchanan, MI Motocross
7/19/98	12:00 PM	MotoWorld (R)
7/22/98	3:00 AM	MotoWorld (R)
7/22/98	12:00 PM	Buchanan, MI Motocross (R)
7/22/98	7:30 PM	New Berlin, NY Motocross
7/23/98	6:30 PM	MotoWorld
7/24/98	6:30 PM	MW2 Rev It Up
7/26/98	9:30 AM	MotoWorld (R)
7/27/98	2:00 AM	MotoWorld (R)
7/27/98	3:00 AM	MW2 Rev It Up
7/30/98	6:30 PM	MotoWorld

espn2

THIS WEEK'S SPECIALS:

AMA Supercross Series

125cc 250cc AMA Motocross

MotoWorld

MW2 REV IT UP espn2

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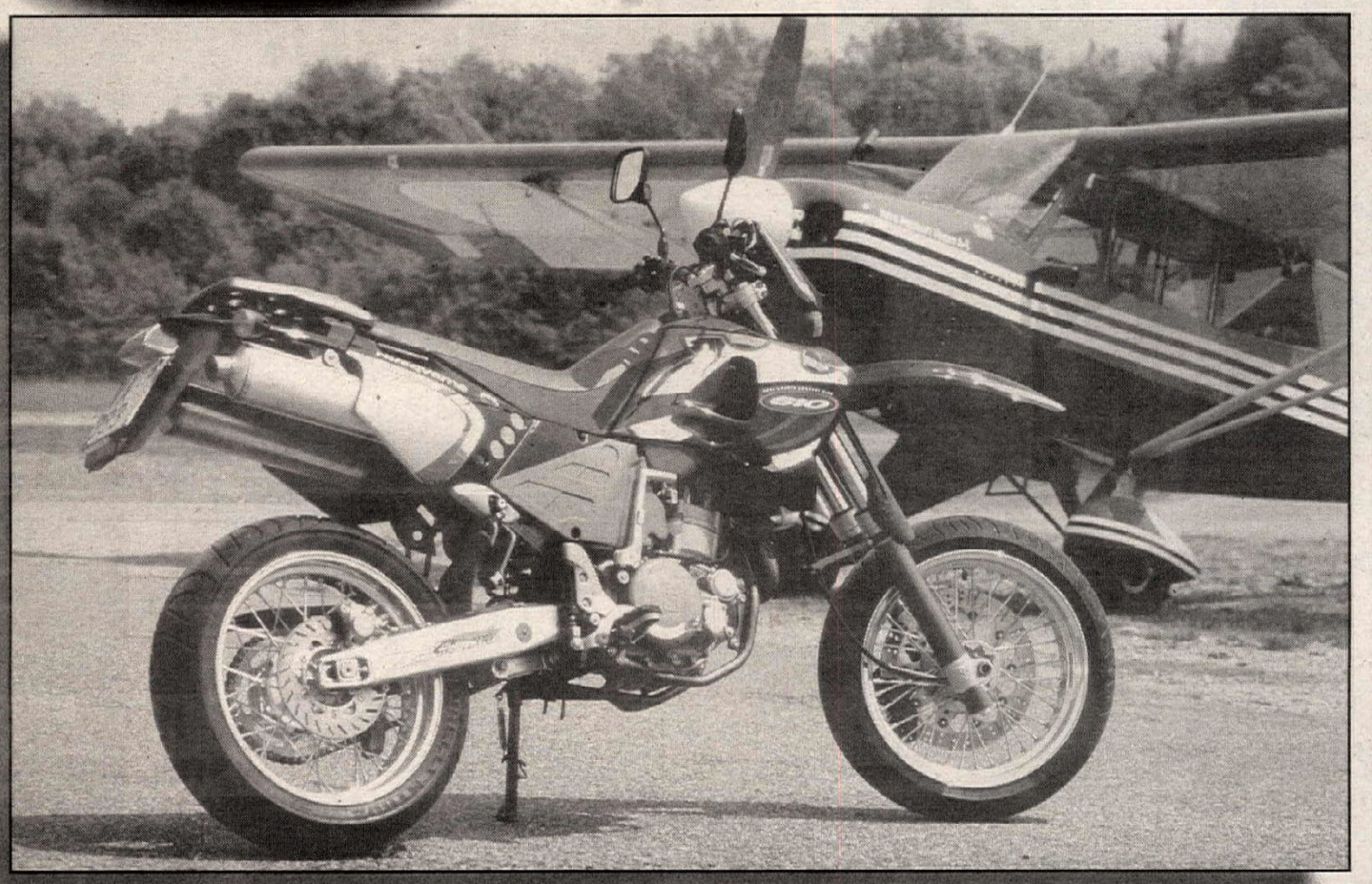
Supermotard Supermono



Husqvarna has thrown its hat into the supermotard ring with the SM610. Cagiva USA still isn't certain whether or not it will include the bike in the model lineup for the States.

By Alan Cathcart
Photos by Kyoichi Nakamura

It's taken five years for the dirt bike demons at Husqvarna to come up with an answer to its rival KTM's best-selling Duke street rod, the ultimate take-no-prisoners hooligan bike for city streets and urban highways. But now, with the financial troubles of its Cagiva parent resolved, the brake on development of HVA's new, more-refined, liquid-cooled, four-valve, single-cylinder engine - always intended for just such a bike - has been lifted.

The SM610 Supermoto street rod now entering production is the transplanted Swedish marque's first stab at an all-out road bike since it moved south to Italy a decade ago. As such, it's also the first of the new generation of four-stroke Husqvarnas to be launched, equipped with an engine package that removes most of the compromises inherent in the old engine, though the older design is set to continue in production for the immediate future and power HVA's range of hard-nosed TE/TC610 competition hardware.

Not that the SM610 isn't hard, too. It is - very, especially in the black-bomber livery of the test bike awaiting me in the summer sunshine outside Cagiva's Varese factory. Really, this is Husky's belated recognition of the Supermotard fad that began in France almost a decade ago, whereby frantic French MXers converted their off-road trail irons to street spec by bolting on stuff like lights and a horn to achieve marginal street legality that (mostly) satisfied the *gendarmes*, before also fitting bigger brakes, a smaller front wheel, and tarmac rubber to make the result handle properly on the hard stuff.

The result not only flew in the face of the "Not For Highway Use" sticker pasted to the fuel tank, it also established a new standard for hooligan-bike excess, a fact I had confirmed for me a couple of years ago when I squirted the Road Masters HVA Six Dix around the streets of Toulouse. That bike had been concocted by renowned French cycle couturier Thierry Henriette, of Boxer Bikes, based on a humble Husqvarna TE610, and with it I discovered there ain't no quicker way from point A to point B in urban sprawl than on such a single-minded Supermoto.

Such a bike sits you high enough to deliver a commanding view over traffic-choked streets, is slim enough to let you squeeze through gaps between cars that a person might have trouble walking between, and is agile enough to let you crank around improbably tight turns - yet as a last resort also has enough suspension travel and even more ground clearance, to lend new meaning to the term "curb-crawling," allowing you to shortcut your way out of trouble by hopping over curbs and jumping over central reservations so you can implement Plan B (or even C) when your chosen path to your final destination becomes blocked.

Supermoto singles are the ultimate street scooters, and even though KTM brought the French Connection to the showroom via the Duke, some would say that rounding off the corners by restyling it so it's self-evidently more tarmac-oriented than the MXers it was derived from was a surreal sell-out of the Supermotard concept. Helluva fine street rod, though... Still, in belatedly following in their off-road rivals' tire tracks, Husqvarna has now gone the other way and copied the Road Masters Six Dix prototype so thoughtfully concocted for them by Thierry Henriette half a decade ago (maybe they should pay him a consultant fee!).

What Husky has produced is an MX racer with lights distantly derived from Jacky Martens' World Open Class MX title-winner, complete with stripped-out off-road styling that employs, for example, the same big front mudguard used on their TE/TC competition range, but, just as on the Six Dix, is suspended some way above a much smaller 17-inch front wheel with its wire-laced 3.50-inch-wide Akront rim holding a fat 120/70 Pirelli Dragon road tire, matched by a 150/60-17 rear on a 4.50-inch-wide wheel. These give a footprint of which any Supermono road racer would be proud, removing any pretension of off-road capability for the SM610: hard-looking, yes, but also hard-road hardware - though with well-damped soft-riding suspension that makes it a great tool over the less-than-perfect tarmac of city highways anywhere, let alone the cobblestones that still adorn so many Italian (and other European) city centers.

If you commute to work in any major city, this bike's for you, especially with the convenient grab-handle-cum-luggage rack fitted to the bike, which gives ample space to strap on a briefcase. Then you can arrive at the office nicely tuned up for a self-assertive day of wheeling and dealing, after successfully combating traffic congestion on the way there in MX mode - yet feel smug about your environmental credentials in doing so, thanks to the dual catalytic converters with which the Husky's twin-silencer exhaust system comes equipped. Green is Good....

The fat, 45mm, leading-axle conventional Marzocchi fork fitted to the SM610 soaks up the rough stuff, offering a hefty 11 inches of well-damped travel. Compression and rebound damping are adjustable - though stock settings were fine - and spring preload on the triple-rate springs can be altered, too. These springs give enough resistance to stop the front end from diving unduly when you squeeze hard on the single big 320mm Brembo disc to avoid the truck that's pulled out in front of you.

At 330 pounds dry, the Husky weighs a lot more that you'd expect from such a stripped-down street single - Henriette's Six Dix scaled just 285 pounds with oil, water and a gallon or two of gas - but you don't really notice it so much on the move because of the compacted weight distribution and the slim build of the bike as a whole.

Still, though wheelies don't come easily compared to the KTM, squeezing the brake lever to stop hard will get the Husky's front Pirelli chirping on certain road surfaces, if you don't dab the back brake as well, and no better stoppie bike has yet been marketed with a license plate - not even the Duke.

The four-piston front caliper in the Brembo brake package is quite sensitive but gives the kind of stopping power most street MXers can only dream of, and Husqvarna deserves credit for tailoring the suspension to suit this fact. The long alloy swingarm is worthy of an R1 Yamaha, and gives similar suspension response via the fully adjustable Sachs-Boge rear shock and its rising-rate linkage. However, this has inevitably been stiffened up compared to off-road use, and you do notice minor road shock such as tarmac patches or manhole covers as a result of this, as well as (presumably) the stiffer construction road tires.

It still works pretty good, though.

Above all, though, this is one Supermotard you won't need a stepladder to climb on and off of, thanks to the fact that Husqvarna lowered the ride height quite substantially compared to the off-road spec. Also helping the ride-height cause was the reduction of wheel diameters from 21 inches at the front and 18 inches at the rear.

The Road Masters Six Dix was an effective trailer for the SM610, but it did have some drawbacks that made it hard to get used to - chiefly the left-foot kick-starter (a must since there was no electric leg) - and vibration that wasn't so apparent short-shifting the six-speed gearbox through city streets was an ugly

reality howling wide open on the highway. Add in the fact that the lightweight, two-stroke-derived TE/TC610 motor, with its trademark separation of crank chamber within the engine cases, relied on splash lubrication rather than the proper oil system you'd need on a road bike, and you can see why Husqvarna wanted to wait till the budget was available to get their heavily revised new motor up and running before launching the SM610.

While sharing the same 98 x 76.4mm dimensions of the old 577cc engine, the new motor has been completely redesigned to include - for the first time on any Husqvarna - not only an electric starter but also a counterrotating, gear-driven balance shaft to smooth out vibrations. Located behind the crankshaft, it doesn't add to the length of this very compact motor, but it does dampen most of the vibes, although you do still get some tingles at high revs and the engine feels smoothly rough when gassed up hard in the midrange. Such a contradiction in terms is hard to explain, but while there isn't any real vibration until you get close to the 7500-rpm redline (with an aggressive rev-limiter kicking in at 7800 revs), the Husky doesn't feel particularly smooth, either - not like a five-valve Yamaha XTZ/SZR660 with similar gear-driven balance shaft is, for example. And a Ducati Supermono it surely ain't.

The new HVA engine definitely doesn't have the outrageous bottom-end and midrange zap of a KTM Duke, nor does it even feel as punchy as the old TE/TC610 motor, which not only seems to have more punch but also presumably weighs a lot less, considering it delivers a dry weight of just 260 pounds for the complete TE610 motorcycle on which the Six Dix was based. Part of this difference surely comes from the catalytic converters as well as the electric start now provided - but, even so, it seems a big weight penalty for added convenience and reliability.

Being fitted with 17-inch Pirelli Dragon radials allows seemingly impossible lean angles.

Husqvarna appears reluctant to quote a power output for the new engine, but given that the old one delivered 49.5 bhp at 7700 rpm fitted with the same 40mm Dell'Orto PHM carb as on the SM610, I reckon the new bike must kick out around 45 bhp once you take the power-sapping balance shaft and catalysts into account. Add in the substantially increased dry weight of the whole bike, and it's not surprising the Supermoto seems less lively - just a good bit more civilized for street use, especially now you can light 'er up just by thumbing a button. Should the need arise, there's an auxiliary kickstart fitted as well, which has thankfully been moved to the right side. Anyone who's ever needed shin therapy after grappling with the art of left-foot leg-overs will definitely regard this as a Good Thing.

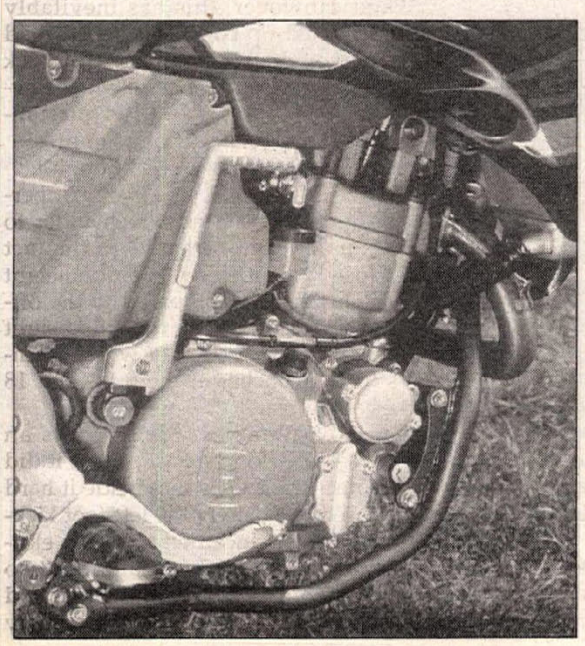
Husqvarna didn't stop there in revamping its liquid-cooled, four-valve single, though it still has a single overhead chain-driven camshaft. While retaining the separate crank chamber, Husky has now grafted on a proper oiling system utilizing twin pumps, as well as a cartridge oil filter. The compression ratio wasn't changed from the former engine's 9.0:1, but the intake and exhaust ports, as well as the combustion chamber, have all been altered, as have the airbox and valve and ignition timing, all to in an effort to deliver a more reliable and ridable package for road use.

And while the bottom two ratios in the six-speed gearbox are unchanged, the top four are different from those on the TE/TC motor (more evenly spaced for road use), and there is now higher overall gearing thanks to different gearbox and rear-wheel sprockets.

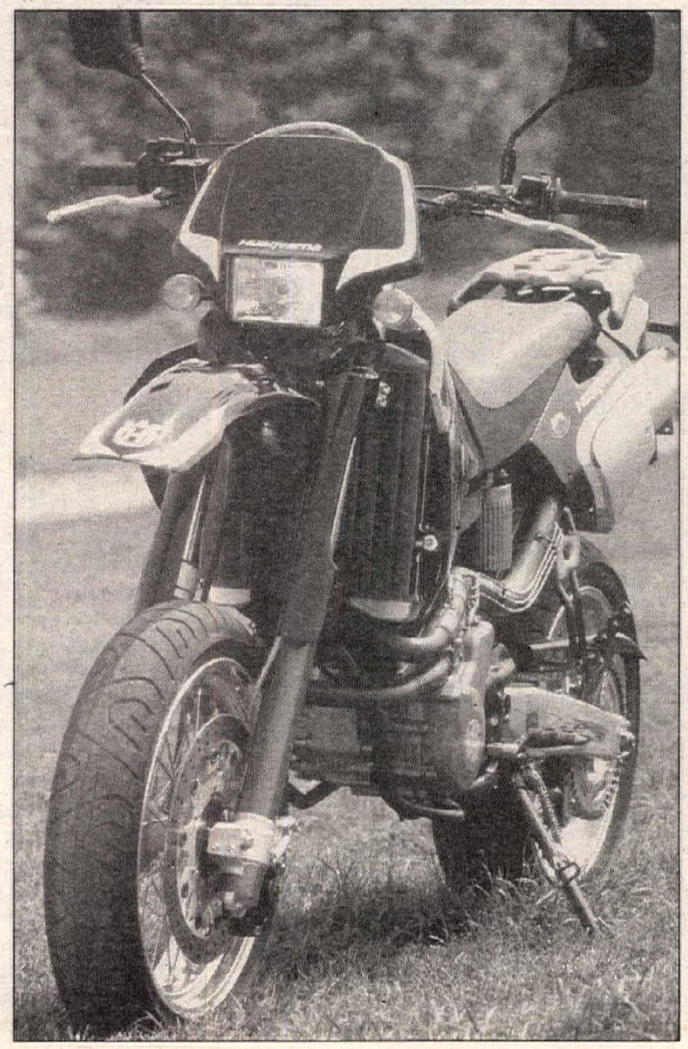
Ultimate top speed is pretty much irrelevant on a bike like this, but the Husky SM should break the ton - though 100-plus-mph on a bike like this might give new meaning to the term "hold on tight" with those high handlebars. Personally, I'd fit some narrower, flatter bars - more flat-track than enduro - to cut down the width for use in narrow streets as well as reduce the leverage. The steering is a bit too light in spite of the leading axle fork, thanks probably to that trail-reducing smaller front wheel that seems to have sped up the steering a bit much. Still, the Dragons do a good job of sticking to the road at unlikely angles of lean, and you can always stick your foot out to prop the bike up if it feels like you're about to wash out the front wheel - can't you?

Anyway, this is a point 'n' squirt motorcycle par excellence, a smile-bike supreme that sends you out into battle on city streets or country roads with a grin on your face that will still be there when you return from action. You wouldn't want to ride from Rome to Paris on the Husky - least of all with a passenger on the back, though there is space for one in boulevard mode.

But as a tool to unlock traffic congestion and beat the gridlock blues, the 610SM is a pretty capable piece. Just don't expect to Duke it out with a KTM and come out on top in the performance stakes, that's all. CN



(Left) Though it says "Dual Sports," this dirt-bike-derived bike lives for tarmac. (Below left) The SM610 is one of the new Husky models to benefit from the revamped four-valve single. Though there is a kickstarter, the engine is fitted with electric start. (Right) Ride height is substantially lower than on the dirt-bike brother of the Supermono, though you still get some 11 inches of travel front and rear.

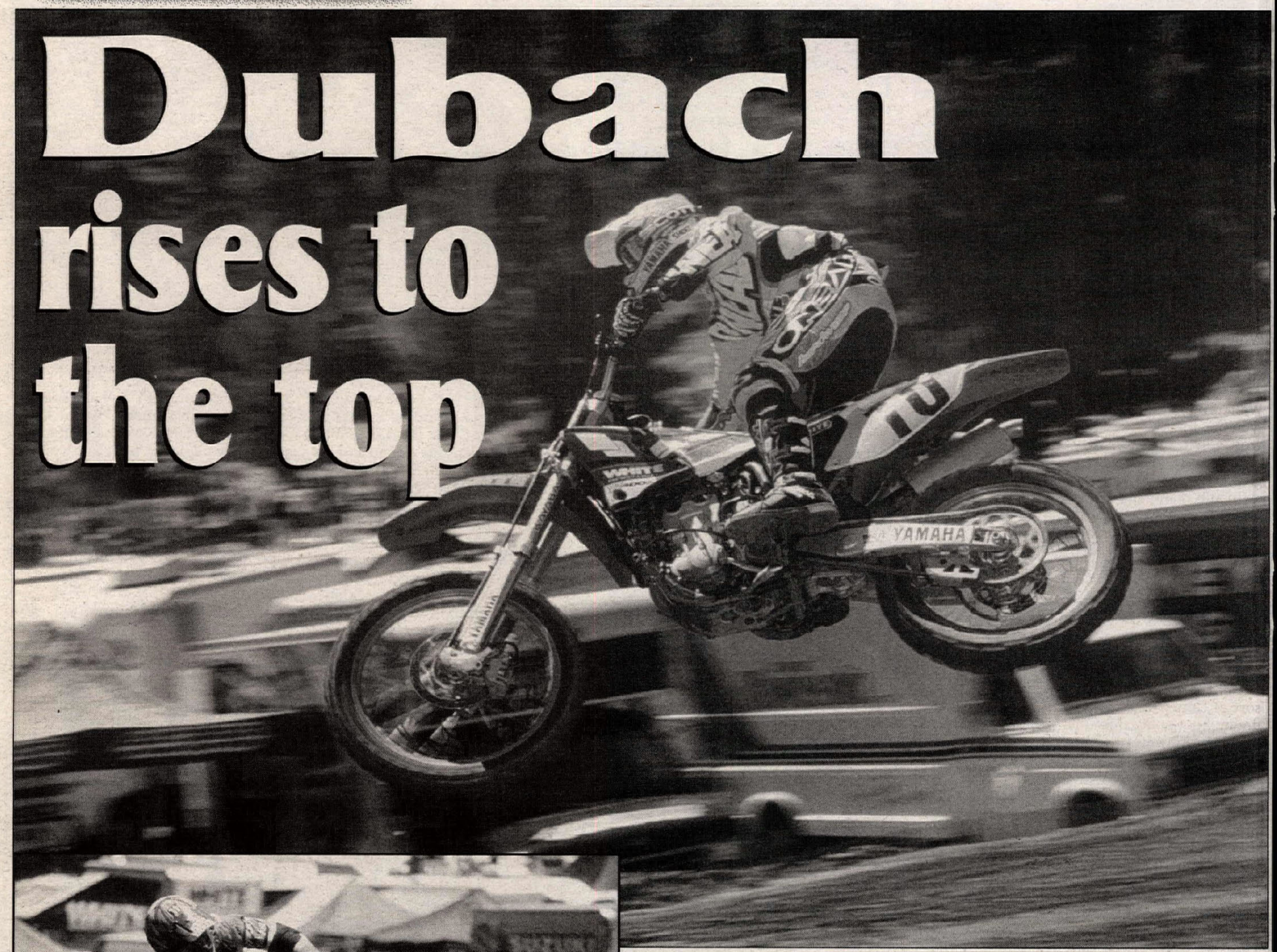


Husqvarna SM610

Specifications

Engine	Liquid-cooled single-cylinder four-stroke w/ single overhead cam and four valves
Displacement	576cc
Bore x stoke	98 x 76.4mm
Compression ratio	9.0:1
Carburetion	Dell'Orto PHM 40 MS
Ignition	CDI electronic w/adjustable advance
Horsepower	45 hp (est.)
Transmission	6-speed, constant-mesh
Clutch	Multiplate wet
Final drive	Chain
Suspension	
Front	45mm Marzocchi leading-axle telescopic cartridge fork, fully adjustable; 11 inches travel
Rear	Single Boge shock w/rising-rate linkage, fully adjustable; 11.2 inches travel
Brakes	
Front	Single 320mm Brembo floating disc w/ four-piston Brembo caliper
Rear	Single 220mm Brembo disc w/two-piston Brembo caliper
Wheels/Tires	
Front	3.50-inch-wide spoked alloy rim w/ 120-7017 Pirelli MTR 01 Dragon radial
Rear	4.25-inch-wide spoked alloy rim w/ 150-60 17 Pirelli MTR 01 Dragon radial
Wheelbase	59.25 in.
Rake/trail	NA/112mm
Seat height	33.86 in.
Dry weight	330 lb.
Fuel capacity	2.4 gallons
U.S. Distributor	Cagiva USA 1901 Davisville Rd. Willow Grove, PA 19090 215/830-3300, FAX 215/830-3301

Dubach rises to the top



By John Silva
Photos by Mark Kariya and Silva

MAMMOTH LAKES, CA, JUNE 25-28

Yamaha's Doug Dubach loves Mammoth Mountain. After winning the Vet Pro class on Thursday, the White Brothers/Enzo/O'Neal/Shoic/Scott/Dunlop-backed racer took on all challengers in Sunday's 250cc Pro class and the result was a lesson in motocross for all the "kids," as 35-year-old Dubach - by far the oldest racer entered in the class - won decisively over Honda of Troy's Stephane Roncada, off-road racing star Ty Davis, Suzuki's Jiri Dostal and Honda of Troy team manager Erik Kehoe at the 31st annual Mammoth Mountain Motocross.

Two full divisions of 250cc Pros battled for the 35 slots open for the 250cc final, and the entry list contained plenty of top-named racers, as well as some of the nation's toughest privateers and up-and-coming pros. A supercross-type format was used in the 250cc class, with the main event determining the final results, and the reward for the winners was a big share of the $20,000 Pro purse and a chance to claim a top performance in one of the country's most prestigious non-national events.

Motocross racers, their families and race fans once again flocked to Mammoth to enjoy the warm, friendly atmosphere in the pits and the surrounding community, and the great racing on the track was - as always - the icing on the cake. With a full two weeks of racing and practice, as well as a host of other recreational opportunities in the beautiful resort area of Mammoth Lakes, many attendees made this annual event a vacation. As a result, area resorts and condominiums were hopping, as more than a thousand racers packed the town.

Beautiful weather for practice and racing days aided the Mammoth track crew, which did a great job of maintaining the track. Although the typical High Sierra spring winds came up predictably each afternoon, temperatures were mild in the afternoons, and each morning the racers were greeted with a fresh track on which to race.

Dubach began his winning ways by topping the Vet Pro class on Thursday - which was actually a follow-up to his victory at the previous weekend's Over The Hill Gang racing event. In Thurs-

(Above) Doug Dubach was top dog at the Mammoth Mountain Motocross. The Yamaha rider won both the Vet and 250cc Pro classes, not to mention a handful of classes at the previous week's OTHG races.
(Left) Spud Walters (6) chases Andy Anaya en route to the Four-Stroke Pro-class win.

day's race, Dubach beat Rich Taylor, Erik Kehoe, Drey Dirks and Kelly Andris to the flag, and many of these riders would also participate in the 250cc Pro race on Sunday. As you would expect, Dubach was elated with his successful ride at Mammoth.

"My main job is testing motorcycles for Yamaha, and that keeps me really busy," Dubach said, "so I don't get to race very often anymore, but I think I'm going to try to make the Washougal National and maybe a few more at the end of the season. I'm just so glad to win here."

It wasn't all smooth sailing for Dubach, though, as he faltered in Friday's Four-Stroke Pro race, but his White Brothers teammate Spud Walters was right there to keep the Yamaha effort on top.

"White Brothers is helping Spud Walters and I for this race, so we're pretty happy that the race I didn't win, Spud won," said Dubach. "Every race we competed in, one of us won, so that's a great feeling."

In the Four-Stroke event, Northern California native Walters was right there to step in and keep the White Brothers team on top after Dubach had troubles right off the start of the second moto.

"You know, I won every race (eight motos) the week before, and both motos Thursday, so I had a good week going," said Dubach. "But boy, Friday just was not good. I made a little mistake right out of the gate and the guy next to me sort of came over into me, and I went down. I got going from that and caught up to the leaders. I had just moved into third - pretty close to the leaders - when I hit something in the back (of the track). I don't even know what it was. It was kind of in a shadow, and I was going pretty fast and flipped off pretty good that time. It bent the bike up bad. I just pulled it in. Yeah, Friday was a tough day for me."

But Friday was a great day for Walters, as he started well in the first Four-Stroke moto and took first ahead of Dubach, Scott Myers, Nathan Woods and Jimmy Lamustus. Toward the end of the moto, Dubach closed on Walters, who held on to win by only a bike length over his fellow Yamaha rider.

"About halfway through the race, I started to get some arm pump - just about when Dubach started reeling me in," Walters said. "I made some really big mistakes towards the end of the moto. I wasn't real happy with the way I rode, so in the second moto, I want to relax so my arms won't pump."

In the second moto, Walters took the holeshot but took a spill right away.

"After the start, I felt good, but I got to the bottom of the hill and the front end just washed out on me," Walters said. "I hit some bumps and the front end slid out. Fortunately, I didn't stall the bike, but I still restarted next to last."

Scott Myers got off the gate quickly, and he twisted the throttle and tried to run away from the first-round winner and the rest of the field. Walters had to work quickly, and he sliced and diced his way through the pack, advancing rapidly. After passing eight riders in the first lap, and several more on the second lap, it seemed as if nothing could stop Walters from reaching the front and an inevitable showdown with his old friend Myers. Since California race fans have witnessed Walters and Myers battle many times over the years, when Walters had closed the gap and placed Myers in his sights, it was déjà vu.

"Scott (Myers) and I are really good friends, and I was stoked to see him out front," Walters said. "I wanted to put on some good racin' with him, but he crashed right in front of me. That's how I got by him. I wanted to have a good race with him, but (I) definitely wanted to beat him."

Despite the fall, Myers was able to quickly rejoin the race without losing any positions. After the spill, however, Myers could only chase Walters from a distance to the finish flag.

"Myers was riding really good. I could see him each lap, so I was just riding smart. I wasn't really hammering as hard - just making sure I didn't crash," Walters said. "Actually, when Myers fell, I almost went down with him."

But Walters kept it together and rode a perfect race to notch the win over Myers, Woods, Lamustus, Brian Nelson, Cook, Carter Gurnee, Jerome Law, Todd Downs and Anaya. After the win, Walters expressed his gratitude.

"I really want to say thanks to White Brothers and my mechanic, John Anderson," he said. "White Brothers build an excellent bike and there is no way I could be here without them."

In Friday's Open Pro event (which Dubach and Walters didn't enter), a traditional two-moto scoring system was also used. In the first moto, Clawson Racing's Rusty Holland grabbed the holeshot and raced to the win ahead of Dustin Nelson and Myers, with Justin Tierney, Jimmy Lewis, Ed McCoy, Robbie Taft, Travis Marks, Jake Windham and Cliff Cook rounding out the top 10.

In the second moto, Holland took the holeshot again, with Myers, Nelson, Tiearney and the rest of the pack in tow. Holland got a fast start despite initially misjudging the gate.

"I hit the gate, and as I was backing up, the gate fell," Holland said. "I went again as I was rolling backwards (but) I got the holeshot anyway."

Behind Holland's roosting 500cc Honda, Nelson battled past Myers, and Windham and Lewis engaged each other in an exciting dogfight for fifth place. Bad luck haunted Windham in the first moto when the clutch failed on his borrowed KTM, but Windham had

(Above) Rusty Holland rode to victory in the Open Pro class. (Left) Jiri Dostal (40), winner of the 125cc Pro class, leads Chris Wheeler in the main event. (Right) Honda of Troy team manager Erik Kehoe (35) leads HoT team rider Stephane Roncada in 125cc Pro action.

MOTOCROSS

31ST MAMMOTH MOUNTAIN MOTOCROSS

Former 250cc MX World Champion Danny LaPorte competed in the Open Pro class. The accompanying photo explains his ride.

repaired the machine between motos and was determined to better his ninth-place first-moto finish.

Out in front, Honda-mounted Holland ran away and hid from the other big-bores, with Nelson second and Myers third, respectively. Four seconds behind the leaders, Lewis diced with Windham, seldom much more than a bike length apart. Windham attempted a move on Lewis around Mammoth's infamous hairpin "Tree Turn," but the pass was scuttled. Windham kept at it and eventually made the pass stick. Lewis fought back, but after a few turns Windham was able to put some distance between himself and Lewis. But misfortune struck Windham again when, a few laps later, Windham suddenly slowed and then headed for the pits, the victim of a broken rear suspension. This moved Taft into fifth, but then Taft pulled over with an engine that was overheating due to leaking coolant. After refilling the radiator, Taft rejoined the race to finish ninth in the moto and salvage a top-10 finish.

Holland celebrated his victory with a huge whip-it for the fans, and he was followed in by Myers, Nelson, Lewis and Danny La Porte, in that order. The win gave Holland a confidence boost going into the weekend's other Pro events.

"I got out there and put a few seconds on those guys," said Holland. "I tried to save as much energy as possible and find some good lines for tomorrow."

For Friday's 125cc racing, the promoters returned to a supercross-type schedule, as four divisions of Juniors and two divisions of Intermediates attempted to make the single main event for each of those classes. Even two full divisions of 125cc Pros raced qualifiers to determine who would fill the 38 available spots on Mammoth's concrete start pad.

In the 125cc Pro class, Travis Riley held the early lead, with Jeff Pestana and heat-race winner Billy Payne close behind. Holland, who also won his heat race, was charging through the field after a midpack start, and closing in on the lead group was a pack made up of Jiri Dostal, Chris Wheeler, Casey Lytle, Stephane Roncada, Jeff Northrop, Chris Gosselaar, Mike Young and David Evilsizer, all of whom were dicing for positions in the top 10.

Pestana took over the lead and rode on the edge as he tried to build his advantage, but small mistakes kept him from pulling away from Riley and Payne; behind them, Dostal and Wheeler were coming on strong. Thirty-year-old Pestana got out of shape on the Mammoth downhill but somehow saved it, much to the astonishment of the fans. Still, it appeared Pestana's tenure in the lead was to be short-lived, and he was soon dispatched to third.

Wheeler battled his way to the front, built a three-second lead and held the lead ahead of Payne, Pestana and Dostal. Behind the leaders, Holland was working his way up, and after passing Riley earlier, he passed a fading Pestana to enter fourth behind Dostal. Dostal also passed Payne to take over second place.

Lytle had been simmering all moto, and when the racing heated up, he reached a full boil, as he pressured Payne again and again. Lytle made a great move on Payne as he cut to the inside, and the riders went side by side through the next turn. Lytle shut the door on Payne, and Payne wadded up, taking a hard spill. Payne got up but appeared dazed and shaken, and he couldn't get to his bike as riders rode past in single file. After that, Payne was not a factor.

As the race wound down, Wheeler ran out front, with Dostal second and Holland third. Entering the Freeway section before the finish, Wheeler looked back over his shoulder and missed a gear. Dostal blitzed a considerable piece of real estate and closed in quickly. Dostal and Holland looked strong as they got close to the leader, while Wheeler looked fatigued after the pressure of leading. Dostal caught Wheeler and the two went at it like cats and dogs. Dostal passed Wheeler around a sweeper and was able to make it stick, but Wheeler didn't give up and stayed right with him.

The fans were on their feet when the lead trio entered the final laps. Close racing continued as the racers entered the back of the track, and Holland was right on Wheeler when the racers came back into the fans' view. As the Suzukis of Dostal and Wheeler took to the inside, Holland shot the outside berm and for a moment it looked like Holland might take the lead right there. A few turns later, Holland did jam past Wheeler, who had the skill but appeared to lack the stamina to hold him off.

As the white flag flew, Holland raced right behind Dostal, looking for a chance to pass. Holland pulled close, but the Bill's Pipes/Primal Impulse/Answer-backed Dostal held him off repeatedly. At the finish, it was an ecstatic Dostal by a bike length over Holland. Lytle slipped by Wheeler on the last lap to score third, while Preston, Roncada, Nelson, Pestana, Northrop and Donovan Mitchell completed the top 10.

"I would have liked to have first, but I just didn't have enough," Holland said. "But I feel good going into tomorrow. I haven't felt like I used that much energy yet, but the 250cc will be even tougher. I've been training real hard."

"Our Primal Impulse team is a brand-new effort," Dostal said. "So far everything is going great."

In Sunday's 250cc main, it was 17-year-old rookie Pro Brett Racine who was fastest off the gate, and the Team Green racer led Roncada, Holland, Kehoe, Lytle and the rest of the pack down the Mammoth Mountain downhill. Holland charged through the buttonhook turn and had momentum heading through the heart of the back side of the track when he lost control after hitting the back of another racer. Holland fell off the bike and lay crumpled on the ground in obvious pain. Holland eventually remounted but rode slowly into the pits and retired from the moto.

"I hit somebody in the back and hit the bars with my sternum - straight into it," Holland explained. "Everything doesn't go your way all the time. I decided to pull it in and get ready for the next one (moto). I would have liked to beat Dubach and make a little extra cash, but I gained a lot of confidence this weekend. That's worth a lot more than cash. I'm still really stoked."

Roncada passed Racine coming out of the back side of the track, as did Kehoe. As they began the second lap, Dubach was up to fourth, with Davis right behind. Dubach and Davis battled around the track, entering the horseshoe turn bar to bar, neither rider giving an inch in what was one of the best battles of the week. The battling duo would vault past Racine, who attempted to make it a three-man contest for a while before he eventually faded. Racine ultimately finished 14th. Behind this first cluster of riders, a second group of front-runners - made up of Gibson, Lytle, Tony Amaradio, Dostal, Payne and Northrop - jockeyed for positions.

Honda-mounted Roncada enjoyed a slight lead that grew somewhat when second-placed Kehoe overshot the tree turn, but he recovered before Davis or Dubach (who had traded positions moments earlier) could take advantage of the error. The racers were putting on an outstanding show, and it was anyone's race. Out front, Roncada's strategy was obvious: to run and hide.

Before the race, Dubach had expressed his strong desire to win this event.

"You know, I've got second - I can't even count how many times - and third a handful of times, but the 250cc win has always eluded me," he said. "I've won just about every other event up here except the 250cc final. I'll be turning 35 tomorrow."

It was clear that the birthday present he wanted most was the one thing that had eluded him for so long.

Dubach forced his way into second place, and then he began to slowly reel in Roncada. Soon, Dubach was only five seconds behind; that lead shrunk to two seconds after the uphill/downhill section. As they emerged from the back section, Dubach was within a bike length of the leader. Down the finish-straight Freeway, Dubach pulled alongside and dived into the following 90-degree turn. Dubach made a clean pass through the turn and took over the lead. After that, there was no looking back, as Dubach quickly rode away from Roncada and built an ever-increasing lead and raced the final laps flawlessly to take the win over Roncada, Davis, Dostal, Kehoe, Preston, Amaradio, Mitchell, Nelson and Payne.

Mammoth Mountain Motocross
Mammoth Lakes, California
Results: June 25-28, 1998

VET PRO: 1. Doug Dubach (Yam); 2. Rich Taylor (Yam); 3. Erik Kehoe (Hon); 4. Drey Dircks (Hon); 5. Kelly Andris (Kaw).

SR PRO: 1. Rex Staten (Kaw); 2. Mark White (Kaw); 3. Ron Turner (Yam); 4. Alex Jorgensen (Kaw); 5. Brent Wallingsford (Kaw).

SR INT: 1. Mike Gosselaar (Hon); 2. Robert Hansen (Suz); 3. Larry Brown (Hon); 4. Jef Harriott (Kaw); 5. John Handelin (Suz).

VET JR: 1. Scott Schubert (Yam); 2. Steve Edwards (Suz); 3. Randy Tweedy (Hon); 4. Eric Huffine (Yam); 5. Phil Rose (Hon).

VET INT: 1. Drew Olivia (Hon); 2. Joe Hopkins (Kaw); 3. Troy Johnson (Yam); 4. Donald Franklin (Yam); 5. Troy Lee (Hon).

SR JR: 1. Russ Cracknell (Hon); 2. Mike Altenhofel (Hon); 3. John Caper (Hon); 4. Rich Tiago (Yam); 5. Steve Roark (Yam).

WMN JR: 1. Sheena Patterson (Suz); 2. Jacquelin Hudson (Kaw); 3. M. Billingsley (Yam); 4. Sarah Crofoot (Suz); 5. Michelle Engel (Yam).

WMN INT: 1. Shelly Compton (Suz); 2. S. Thorwaldson (Hon); 3. Tricia Young (Yam); 4. Tina Handelin (Yam); 5. Lydia Hoeppner (Kaw).

WMN PRO: 1. Dee Wood (Kaw); 2. Sedanna J. Losey (Hon); 3. Brookie Renker (Yam); 4. Michelle Bednar (Hon); 5. Jennifer Nelson (Kaw).

4-STRK JR: 1. Derek Chase (Yam); 2. John W. Burr (Yam); 3. Randy Commans (Yam); 4. Sky King (Yam); 5. Jim Finerty (Hbg).

4-STRK INT: 1. Bryan McGavran (Yam); 2. Zeb Armstrong (Yam); 3. Troy Johnson (Yam); 4. Troy Lee (Yam); 5. Eddie Davis (Yam).

4-STRK PRO: 1. Spud Walters (Yam); 2. Scott Myers (Yam); 3. Nathan Woods (Yam); 4. Jimmy LaMastus (Hus); 5. Cliff Cook (Yam).

MINI PRO: 1. Jonathan Shimp (Yam); 2. Billy Laninovich (Yam); 3. Shane Bess (Suz); 4. Jesse Casillas (Yam); 5. Joshua Hansen (Yam).

MINI JR: 1. Caleb Gosselaar; 2. Vincent Blair (Hon); 3. Josh Cox (Yam); 4. Nicholas Hensely (Yam); 5. Tommy Jones (Yam).

OPEN JR: 1. Jason Trubey (Kaw); 2. Sam Sawdey (Yam); 3. Brett Fox (Hon); 4. Phil Rose (Hon); 5. Randy Tweedy (Hon).

OPEN PRO: 1. Rusty Holland (Hon); 2. Scott Myers (Yam); 3. Dustin Nelson (Yam); 4. Jimmy Lewis (Hon); 5. Ed McCoy (Hon).

125 JR: 1. Jessie Ketchum (Suz); 2. Justin W. Smith (Kaw); 3. Michael Meadows (Yam); 4. Sean O'Connor (Yam); 5. Sam Sawdey (Yam).

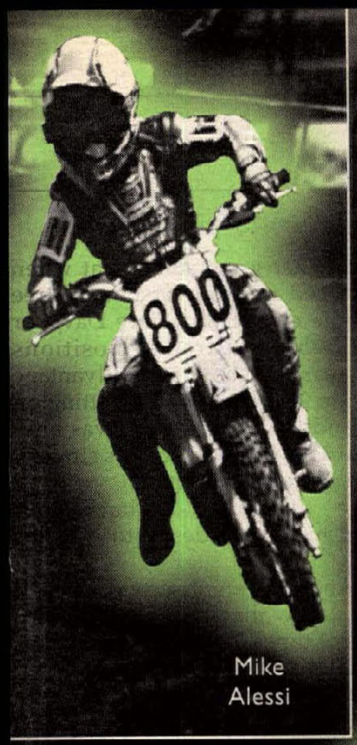
125 INT: 1. Bobby Bonds (Yam); 2. Ivan Tedesco (Yam); 3. Bryan McGavran (Yam); 4. Ben Riddle (Kaw); 5. Joshua Woods (Kaw).

125 PRO: 1. Jiri Dostal (Suz); 2. Rusty Holland (Hon); 3. Casey Lytle (Hon); 4. Chris Wheeler (Suz); 5. Travis Preston (Suz).

250 PRO: 1. Doug Dubach (Yam); 2. Stephane Roncada (Hon); 3. Ty Davis (Yam); 4. Jiri Dostal (Suz); 5. Erik Kehoe (Hon).

250 INT: 1. Andrew Short (Kaw); 2. Ben Riddle (Kaw); 3. Joshua Woods (Kaw); 4. Jeremiah Israel (Yam); 5. Chris Neitzel (Kaw).

250 JR: 1. Scott Hoffman (Hon); 2. Justin Vaughn (Kaw); 3. Zack M. Bell (Suz); 4. Jason Trubey (Kaw); 5. Brian Jaegers (Yam).



Mike Alessi

James "Bubba" Stewart

Billy Payne

TEAM GREEN™ CELEBRATES THE FOURTH BY BARBECUING THE REST OF THE FIELD.

Kawasaki dominates National Championships. Kawasaki was serving up victories by the plateful at the GFI/Team Green Youth World National Championships. Green bikes wolfed down 33 class wins for 60% of the total, including five overall division championships. The big story was Team Green rider James "Bubba" Stewart who traveled all the way from Florida to take the 80cc 12-13 divisional championship. Teammate Mike Alessi captured the 60cc 7-11 and 80cc 7-11 divisional titles and Scott Conley won the 125cc Expert division. While Billy Payne took home the 250cc MX and SX Pro Class win. Any way you look at it, this was one holiday performance that was very well done.

Mammoth victory for Team Green. Kawasaki won big in Mammoth Lakes, CA, taking five classes in the 31st annual Mammoth Motocross. Team Green's James "Bubba" Stewart won the Mini Intermediate. Andrew Short captured the 250cc Intermediate. And Dee Wood hauled in the Women's Pro, her fifth title of the year. Proving that when you're out to conquer a nasty, destructive beast like Mammoth, it's the color green that really matters.

What it means to be Green.

Besides their winning bikes, Kawasaki riders share other green commodities-cash and track-side support. In additon to putting up more than $4 million in contingency money. Team Green provides Off-Road Racing and Amateur Motocross rider support, track-side technical service and emergency track-side parts support at nearly 200 events per year. For details, see your local participating Team Green center.

Team Green May/June Results

GFI/Team Green™ Youth World National Championships

Division Champions

Name	Award
Mark Procelle	60cc 4-8
Mike Alessi*	60cc 7-11 and 80cc 7-11
James Stewart*	80cc 12-13
Scott Conley*	125cc Expert

Class Winners

Travis Lumby	MX 60cc Beg. 4-8
Mathew Kent	SX 60cc Beg. 4-8
Justin Falk	MX 60cc Beg. 7-11
Ryan McClintock	SX 60cc Beg. 7-11
Justin Noble	MX/SX 80cc Beg. 7-11
Garett Warren	SX 80cc Beg. 12-13
Daton Beavers*	MX Supermini
Sean Collier*	SX Supermini
Kurt Caselli*	SX Schoolboy/ MX 125cc Novice
David Gifford	MX 250cc Beg.
Dustin Schaller	SX 250cc Beg.
Justin Vaughn	MX 250cc Novice
Craig Truglio	MX 250cc Intermediate
Billy Payne	MX 250cc /SX Pro

31st Annual Mammoth Motocross

James Stewart*	Mini Intermediate
Andrew Short*	250cc Intermediate
Dee Wood*	Women Pro
Jason Trubey	Open Junior
Rex Straten	Senior Pro

Best in the Desert, Mesquite 300

Van Stee/Griffith	125cc Pro
Robin Rightmire	0-35 Expert
Bates/Ornellas/Zades	0-25 Amateur
Colbert/Vanderpool/Jackson	0-48 Expert
Fry/Couturier	Open Amateur
Brendan Lutes	Ironman Amateur
Flarning/Heitchew	0-40 Amateur

*Team Green Rider

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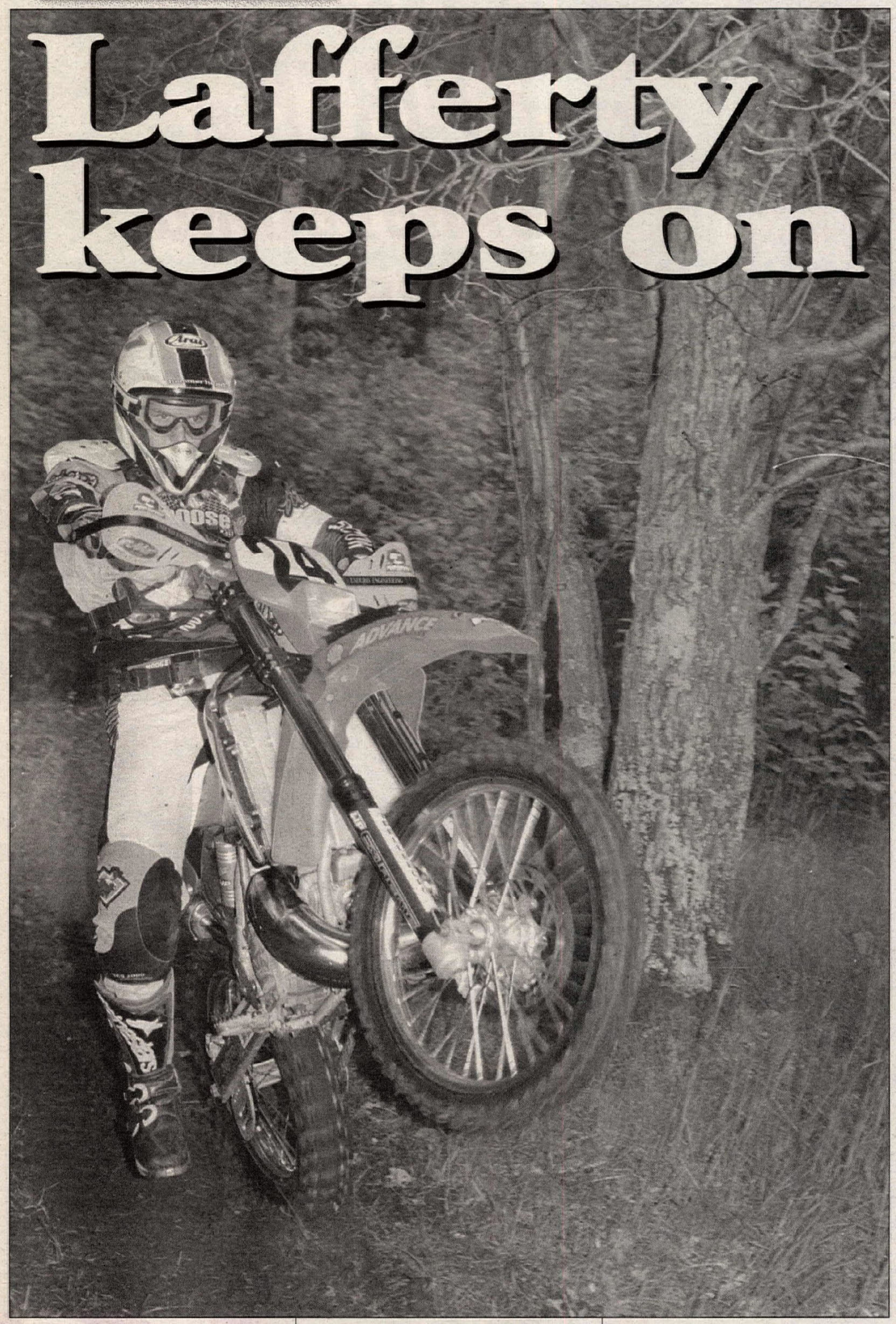
Always wear a helmet and appropriate apparel.

Lafferty keeps on



KTM's Mike Lafferty collected his third win in a row at the Paul Bunyan National Enduro in Minnesota.

By Steve Berkner

AKELEY, MN, JUNE 28

KTM's Mike Lafferty made it three wins in a row and left no doubt in anyone's mind that he's now in control of the AMA/Acerbis National Enduro Series by bettering his nearest competitors, Honda-mounted Matt Stavish and Yamaha's Randy Hawkins, by 10 points. Lafferty, who carded a 31, needed only two checks to establish himself as the rider to beat on this day. The final tally had Stavish and Hawkins tied with a score of 41, but it was Stavish getting the nod on tie-breaker points to claim runner-up honors.

"It was no secret that we had our work cut out for us," said Lafferty of the second running of the Paul Bunyan National Enduro. "Last year I won this event with a 47 and dropped 23 points in the last AA section alone, so I knew it was going to be a battle all day. When they take that many points from you, you have to stay focused and have a good attitude or you can get yourself into trouble.

"That first check kind of caught me off guard," he continued. "I was surprised when I dropped one (point.) That section was long (17.2 miles), but we had plenty of time. They dumped us into the tight woods a few miles before the check, and all of a sudden I've dropped a point."

As it turned out, check one took at least one point from everybody, with Stavish, Hawkins and KTM rider Jon-Erik Burleson matching Lafferty's mark. That was the last time the current National Enduro Champion had any real competition all day long.

Lafferty, the defending champ, said: "At the time, I figured I had screwed up and that I was already down (one point.) The next reset was at 32.8, so I just put my head down and floored it."

Lafferty's hard-charging efforts paid off, as the 23-year-old resident of Port Elizabeth, New Jersey, established himself as the rider to beat at check two when he tallied a four, while Stavish, Hawkins and Burleson carded seven, eight and nine points, respectively.

"From that point on, everything went just perfect for me," Lafferty added. "I just tried to stay focused."

Lafferty continued his winning ride by posting solid scores at the next 10 checks. Stavish gave up seven more points to Lafferty, while Hawkins surrendered six points during those 10 checks.

"Mike is such a fast starter, it's always hard to make up any time on him if he takes a big lead in the morning," Hawkins, the six-time National Enduro Champion, said. "I had my share of problems. I got hung up before check three and dropped one point, while everybody else zeroed. I carried that one point through to check four. That's two points right there. Then I picked up some more points when I missed the card flip a couple of times by four or five seconds. Problems like that really start to add up and before you know it, you're down by five. After a while you start to lose your concentration and you go flat. We've all got the speed to win, but Mike's putting together some excellent rides. I've been there before, and once things start going your way, you become hard to beat."

"Everything just started to click out there," Lafferty said. "Even though my score doesn't show it, I had some problems, as well. These trails here are real hard to read. The thick overgrowth makes it hard to recover from mistakes. The trail is only 12 to 16 inches wide and, once you get off the trail, it gets interesting, because you can't always see what's in there. I like to get my rhythm going, and when you get off your line a little bit, you just let her drift back onto the trail. But here, look out: Hidden in the undergrowth are things like roots, rocks and deadfalls, and they just want to get in your way."

Stavish finished second in the National Enduro Series last year and hails from northeast Minneapolis.

"Ninety percent of the trail here is well-defined single-track, but it's the thick undergrowth that adds a new dimension," Stavish pointed out. "Riding here takes a lot of concentration. It takes a real aggressive riding style. Mile for mile, that second section (before check two) was probably the toughest. It's so tight that you can't keep any rhythm going. You get off the trail and you just look for something to bounce off of just to keep your momentum

going. I went down real hard in that section when I got off the trail, and my shoulder caught a tree. It just pitched me off the bike. This is my first ride back after breaking my left hand (and missing rounds four, five, and six) and I just had to back off. There are three rounds left after this one and I need to finish every one of them."

"I really had fun here," Lafferty said. "It was a good race, a good course, and I guess a good attitude made the difference. When it started to rain Saturday night (before the race), I figured it was going to be a repeat of last year's mud run. But as it turned out, it will probably be one of the best enduros of the series."

The 95.8-mile event was hosted by the Norsemen and was held primarily in the Paul Bunyan State Forest under a special-use permit issued by the Minnesota Department of Natural Resources. The trails used were part of newly formed Off-Highway Vehicle motorcycle and ATV trail system.

"We primarily use state trails for this event," said event spokesman Roger Grill. "Start/finish is located about five trail miles south of the west end of the state trail system. Last year, we had a lot of rain the week before the event, and an all-day rain on Saturday turned the event into a survival run. We're basically using the same course, only we've moved the A/AA section earlier into the schedule. Last year we took a lot of points in that section and houred out a lot of riders, so we've widened it out a little bit and put it earlier in the schedule to make it easier for everybody."

The predicted rains did come, but the swiftly moving thunderstorm quickly passed through the area and the rain ceased shortly after midnight.

"We held a meeting and discussed our alternate schedules," Grill said. "We had all but decided to go with the 'C' schedule when all of a sudden it stopped raining and the stars came out. We knew we had eliminated all of the possible bottlenecks and decided that as long as it wasn't raining anymore, we'd stick with the 'A' schedule."

Eight-time National Enduro Series Champion Dick Burleson commented on the course before the race.

"Last year this event was real ugly," said Burleson. "With all the rain, the course took a lot of points. It was definitely a survival-of-the-fittest-type event. At the time, I thought maybe the club had gone a little too far, especially with the last AA section. But I'm back this year, because, when you think about it, that's what the sport is all about. But my only goal this year is to finish with a better attitude."

Burleson's attitude did pay off.

"Man, you couldn't help but have a big grin on your face," he said after the race. "They (the Norsemen) did an excellent job with this event. The way it stormed Saturday night, I would have never thought I'd finish smiling. Last year they worked us all day long until you almost houred out during that final AA section. This year they moved that section earlier up in the schedule and it was like a totally different race. I still dropped plenty of points (in the AA section) but we still had 25 miles of trail left, and that made the difference.

(Left) Minnesota's own Matt Stavish took home runner-up honors.
(Right) Randy Hawkins matched scores with Stavish, but not on the tie breakers. He had to settle for third.

"The last five miles was a real treat," he added. "Somebody had brush-hogged out a four-foot-wide ATV trail that brought us back from the state trails to the finish. They checked you into that section with plenty of time, and all you could do was just floor it. The enduro ended in a clearing with a half-mile-long grass track. Everybody was late by then, and all you could do was twist the throttle. It was a blast."

Finishing fourth overall was 1997 (Minnesota) District 23 Enduro Champion Craig Holasek.

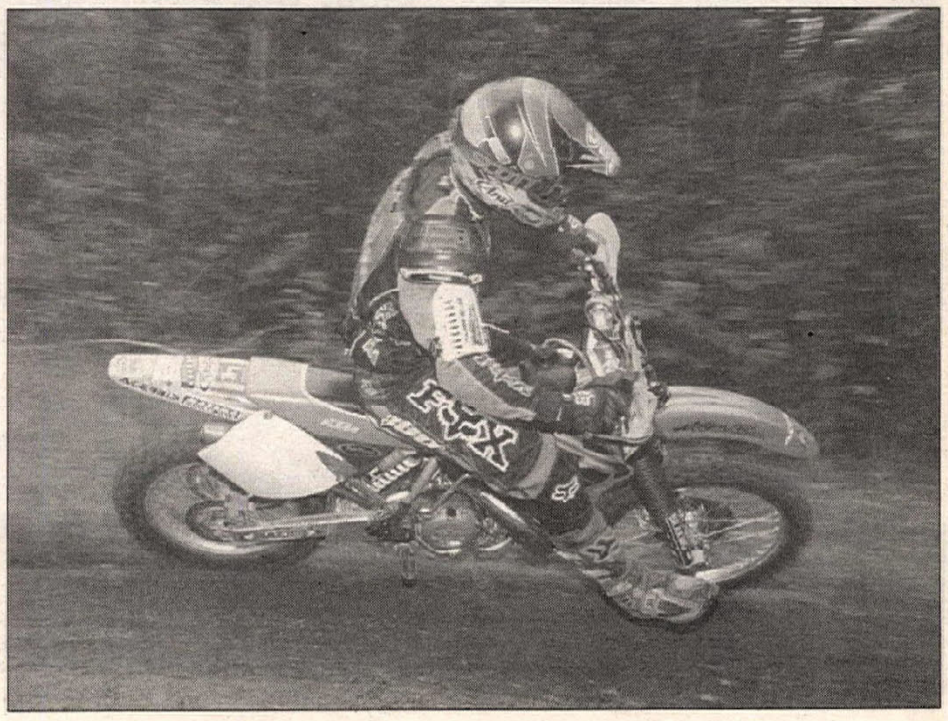
"Right from the start, I had fun," Holasek said. "I mean, you knew with the rain it was going to be muddy, but with all the trails, you also knew it wasn't going to be boring. With my job, the only time I get on a bike is on race day, so I'm not in as good condition as I should be. So I have to save a little all day so I can finish strong. Last year the heat and mud got to me and I had to call it quits early. This year I knew I had a good day going when Stavish only caught me once. He started two minutes behind me, and that the best motivator there is."

In a four-way tie for fifth place with 53s were KTM riders Jon-Erik Burleson, Pat Garrahan, David Lipovsky, and Yamaha-mounted Todd Mathwig. Their tie-breaker scores put them in fifth, sixth, seventh and eighth place, respectively.

"Actually, it was probably the most enjoyable enduro I've ever ridden," said Jon-Erik Burleson, the 24-year-old son of Dick Burleson. "The trails here are real well-maintained and the club kept things tight. With the rain, it started out a little slick, but the trails never got sloppy. They kept it honest and kept us going. You were basically behind schedule 90 percent of the time. To me, a good enduro is determined by how little you have to use your time-keeping equipment."

Finishing out the top 10 were New Jersey's Jeff Kirchner and Dick Burleson, who both posted 58s. The tie breaker went in Kirchner's favor. CN

(Left) Eight-time National Enduro Champion Dick Burleson competed and rounded out the top 10 overall.
(Below) Pat Garrahan took sixth.



Paul Bunyan Enduro
Akeley, Minnesota
Results: June 28, 1998 (Round 7 of 10)

O/A: 1. Mike Lafferty (KTM); 2. Mat Stavish (Hon); 3. Randy Hawkins (Yam); 4. Craig Holasek; 5. Jon-Erik Burleson (KTM); 6. Pat Garrahan (KTM); 7. David Lipovsky (KTM); 8. Todd Mathwig (Yam); 9. Jeff Kirchner; 10. Dick Burleson (Hbg).

AMA/ACERBIS NATIONAL CHAMPIONSHIP ENDURO SERIES POINT STANDINGS (After 7 of 10 rounds): 1. Mike Lafferty (186/4 wins); 2. Randy Hawkins (102/1); 3. Doug Blackwell (96/1; 4. Pat Garrahan (92); 5. Matt Stavish (73); 6. Jason Dahners (70); 7. Ty Davis (51/1; 8. Robbie Jenks (40); 9. Russell Pearson (35); 10. Jason Raines (34).

Upcoming Rounds:
Round 8 - West Greenwich, New Jersey, July 12
Round 9 - Divide, Colorado, August 9

Fork reversal

Suzuki has released photos and preliminary information about the company's line of 1999 RM motocrossers, and the big news is the return of inverted forks on the RM125 and 250 models.

Two years ago, Suzuki went from inverted forks to conventional forks; Suzuki has now gone back to the more rigid and sturdy upside-down forks on the 125 and 250. Suzuki claims its new inverted Twin Chamber cartridge forks "combine the plush feel of conventional Twin Chamber forks with the strength and rigidity of the inverted design."

Technical information about the new RMs is still sketchy, but we do know that the RM125 features a larger Keihin PWK38 carburetor that now incorporates a power-jet system. Also new is the piston, which Suzuki says features a Black Fluoro-compound surface treatment. Other engine changes include increased crankshaft inertia and a larger clutch.

The RM250 boasts new cylinder porting, power-valve modifications, and a new crankcase and piston. The radiators also feature more coolant capacity.

In the suspension department, both the RM125 and the 250 get a new shock, brake-pad material and a 20mm-larger rear-brake rotor.

The RM80 was left unchanged, except for new graphics.

Although a release date has not yet been set, Suzuki is making a big push to get their RMs out and available to the public as soon as possible. CN

(Above) The 1999 Suzuki RM250 features new port shapes and timing, among other engine (and suspension) changes. (Right) Both the RM125 (shown) and the 250 have reverted back to inverted Twin Chamber cartridge forks. (Below) The '99 RM80 gets new graphics.

Racing to the clouds

By Jim Bensberg
Photos by Rupert Berrington

(Above left) Davey Durelle won the Open Pro class at the Pikes Peak Hillclimb, riding his KTM to victory over Brian Anderson.
(Above right) Destry Abbott won his first title at Pikes Peak when he topped the 250cc Pro class. Abbott, who is contracted to Kawasaki, was allowed to ride a KTM in the event.

PIKES PEAK, CO, JULY 4

The "foreigners" invaded Pikes Peak this year, taking all but one of the winners' trophies from the locals in the 76th running of the "Race to the Clouds." Six classes of motorcycles raced to the 14,110-foot summit of America's Mountain on the same day as the auto and truck divisions in an AMA Pro Am-sanctioned event.

The Amateur classes ran first in the day-long event, in between vehicles as diverse as 5/8-scale Legends Cars and twin-axle big-rig trucks. First up the hill, both in qualifying and on race day, was Colorado resident Mark Erickson, finishing the Open Amateur class in 14 minutes, 00.71 seconds - a full five seconds ahead of second-place finisher Tracy Smith on a Honda CR500. The Kawasaki KX500-mounted Erickson was a winner in 1997 as well, albeit on a KX250 in the 250cc Amateur class. That left it to second-year veteran Greg Chicoine, from Jefferson, South Dakota, to blast up the 12.42-mile, 156-turn uphill TT course ahead of fast qualifier Frank Mannsaker, a rookie from Norway, in the 250cc Amateur class. Mannsaker would eventually finish fourth behind Chicoine, Giovanni Bandierini from Italy, and Colorado Springs rider Tracy Iverson.

In the Sidecar class, brothers Pete and Scott Whitney shattered the previous Pikes Peak record on a beautifully prepared Harley-Davidson hack with a time of 14:34.78, nearly a full minute quicker than the '97 record set by the EML Honda team of second-place finishers David Krohn and Gary Cass.

A 10-second penalty assessed to veteran TT ace Eddie Mulder for allegedly jumping the start could not keep the former Grand National number 12 from claiming his first victory in the Vintage Twins class on his Dodge-sponsored '67 Triumph. His time of 14:14.82 was well off the pace of Scott Dunlavey's record of 13:39.59, but he was clearly unchallenged as he raced past the estimated 10,000 race fans on his way to the summit.

As the afternoon approached, rain clouds settled over several areas of the course. The 250cc Pros, led by fast qualifier and four-time champion Chuck Lee from Colorado, sped off the start line under ominous weather conditions. As the fog lifted at the summit, Destry Abbott, a Kawasaki-contracted rider who was allowed to race a Vosburg Racing KTM, was declared the winner, just a tick ahead of Chuck Lee on his CR250 Honda. Abbott was clearly pleased with his first win in what was his third consecutive try, with a time of 13:15.23. Third place went to Colorado native Paul Zinke, who came from the second row on a KX250.

Finally, as the rain made many parts of the groomed-gravel mountain highway (which has now been treated its entire distance with a new dust suppressant called PennzSuppress, an environmentally friendly organic substance developed by Pennzoil) slick, the premier class of Open Pros headed for the top. In a thrilling race, Davey Durelle nipped the Wood-Rotax of Colorado Springs native and three-time winner Brian Anderson at the finish line under dense fog. Durelle, who has become very popular with local fans, accomplished his "three-peat" this time on a KTM sponsored by Vosburg Racing rather than his usual winning Wood-Rotax. When asked if there were anything else left to accomplish on Pikes Peak, Durelle replied: "Absolutely. I'd like to break the record held by Clint Vahsholtz."

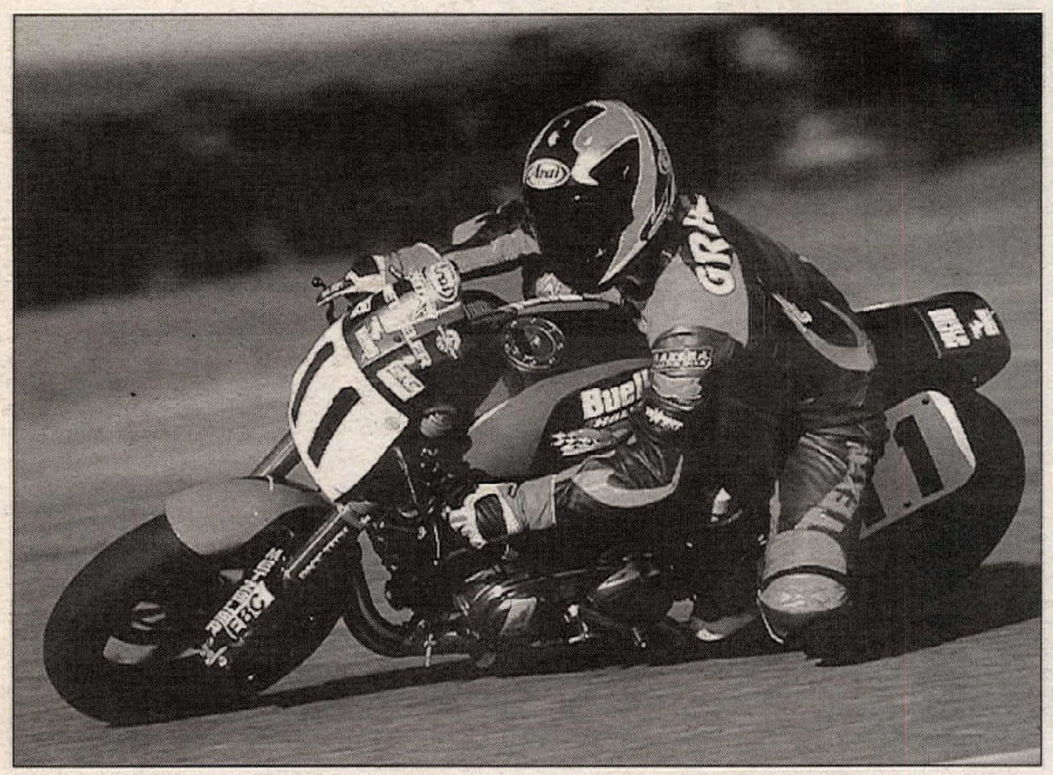
Third place went to Rick Gunby, a Canadian entrant from Milton, Ontario, on a Wood-Rotax. In all, foreign riders represented six different countries.

In addition to the traditional prize money, the winners of the three professional classes all received contingency money from Pennzoil, Motion Pro, Superflow Pepsi, Wendy's and Cripple Creek's Midnight Rose Casino. And, by virtue of first-time motorcycle-division sponsorship from Barnett Tool and Engineering, the Pikes Peak racers will be featured in a 30-minute ESPN2 show for bikes only. CN

Pikes Peak Hillclimb
Pikes Peak, Colorado
Results: July 4, 1998

OPEN AM: 1. Mark Erickson (Kaw); 2. Tracy Smith (Hon); 3. Larry Kleinschmidt (Kaw); 4. Doug Chestnut (Yam); 5. Chris Hathaway (Kaw).
250 AM: 1. Greg Chicoine (Kaw); 2. Giovanni Bandierini (Hon); 3. Tracy Iverson (Hon); 4. Frank Mannsaker (KTM); 5. Lawrence Kastner (Kaw).
VINT TW: 1. Eddie Mulder (Tri); 2. Paul Johnson (Triu); 3. Steve Doyle (Yam); 4. Don Adams (Tri); 5. Joe Blackwell (Tri).
SDCR: 1. Whitney/Whitney (H-D); 2. Krohn/Cass (Hon); 3. Doherty/Brownlee (BMW); 4. Bakker/Taylor (Kaw).
250 PRO: 1. Destry Abbott (KTM); 2. Chuck Lee (Hon); 3. Paul Zinke (Kaw); 4. Mark Filler (Kaw); 5. Don Bruner (Yam).
OPEN PRO: 1. Davey Durelle (KTM); 2. Brian Anderson (W-R); 3. Rick Gunby (Rtx); 4. Scott Dunlavey (Hon); 5. Randy Triplett (W-R).

Graef hot, hot, hot



Wisconsin's Billy Graef continued his streak of success in North American Sport Bike racing when the series headed to Buttonwillow. Graef won both the Harley-Davidson Twin Sport and Buell Lightning classes.

By Jennifer Gardiner
File photo by Brian Nelson

BUTTONWILLOW, CA, JULY 4-5

North American Sport Bike held its third race of the 1998 season at Buttonwillow Raceway Park in Central California over the Fourth of July weekend, with the El Niño-delayed summer finally arriving and bringing temperatures in the 100-degree range on race day. While the weather was hot, no one was hotter than Billy Graef.

Graef collected $3275 of the $27,000 purse for winning the Harley-Davidson Twin Sports and Buell Lightning Series races and for taking a sixth-place finish in EBC Brakes Sport Bike aboard his Hal's Harley-Davidson machines. Shawn Conrad and Brian Parriott, who won the EBC Brakes Sport Bike final, earned $2000 with a pair of podium finishes each.

Billy Graef nailed the holeshot on his Buell 1200 to lead the EBC Brakes Sport Bike pack into turn one on the 2.8-mile Buttonwillow course, but James Randolph quickly drove into the lead when Graef went wide in turn two. By the end of the first lap, Brian Parriott had moved up to mount a challenge for the lead. Graef hung on in third, ahead of Bryan Kovarick.

Randolph and Parriott began pulling away as Graef had his hands full holding off Kovarick and a closing Brian Livengood. On the fourth lap, Parriott moved around Randolph for the lead and Graef fell victim to passes by Kovarick and Livengood.

On the fifth lap, Livengood moved into the third-place spot as Parriott began stretching a margin over Randolph. Those top three positions were held to the end of the 13-lap, 35-mile race. Livengood's show position was good enough to put him in front of the EBC Brakes Sport Bike points standings with 79 points. After finishing the race in the sixth spot, Graef moved into second with 59 points.

Graef kept his perfect season alive in the Harley class, winning his third race of the year. Graef had clearly mastered the track, as he pulled away from the start with laps two seconds quicker than the rest of the field.

Daytona Beach H-D's Richie Morris and Newcastle H-D's Brian Bodine followed Graef into turn one at the start. Graef put a safe distance between himself and Morris right away, and Morris pulled out a gap over Bodine. Shawn Conrad had to start from the back of the grid because of a horsepower violation in his heat race, but he wasted no time moving up on Bodine to challenge for third.

Conrad finally made his move on the eighth lap in the nine-lap race and moved into third. Morris, who had crashed hard on Friday and was nursing a swollen hand, slowed just enough to let Conrad reel him in, and Conrad's HMC Racing Sportster drafted past for second just feet in front of the checkered flag.

Conrad was first off the line in the Buell race, but it was Graef in front by the end of the opening lap, with Valley Racing's Brian Conley in third. Both Graef and Conrad established themselves immediately in the front two spots as they both rode solitary races for most of the nine laps. The battle for third was the tightest race, with Conley, Morris and Bodine racing in a tight group. Morris got up into third on the second lap and held it until he went off the track on the last lap and dropped back to fifth. Conley moved up to take the final podium finish.

Graef leads the Buell championship standings with 102 points. Conley sits in second with 88. Fourth-place finisher Bodine is third with 78.

The NASB 125cc GP class got its third winner in as many races as Rodney Fee topped a 19-rider field at Buttonwillow. Vicky Jackson-Bell, making her first NASB start of the year, grabbed the holeshot but was passed by Rolando Quintero, which gave him the lead after one lap, with Jackson-Bell second and Fee third.

Fee moved to the front on lap two, with Jackson-Bell holding on to second ahead of Quintero, who dropped out one lap later with mechanical problems. Carlos Neves moved up to third, and the top three positions were held to the end. Toby Jorgensen, winner of the last round at Road America, finished fourth.

LaVaughn Montgomery, who had come into the Buttonwillow race with the points lead, had a miserable weekend, with mechanical gremlins knocking her out of Saturday's heat race and Sunday's final. Stewart Aitken-Cade, who finished seventh, took over the points lead with 80. Montgomery held on to second in the standings with 73. Quintero is third with 68.

After earning the pole position in qualifying for both the Sunoco GTO and GTU classes, Parriott set himself up as the man to beat during Sunday's finals. In the GTU class, Parriott chased early leader Randolph for a lap and a half before moving in front. But the pass did not stick, as he went down on the same lap while under pressure from Randolph.

Brian Livengood moved up to second and was running lap times equal to Randolph's, with a small gap between the front-running pair.

A crash involving Marc Sherwood and James Prince on lap four brought out a red flag and a restart. Neither rider was injured, but they both missed the restart with broken and bent machines. Randolph and Livengood moved to the front right away when the race got back under way, with Livengood passing for the lead three times going into turn one. He made it stick with his final attempt right after the white flag and beat Randolph to the finish line by a second and a half. Bryan Kovarick finished third.

Jeff Short won the GTO class on Sunday, going wire to wire with a comfortable margin over Parriott, who dropped back from second to fourth midrace before working back up to second by the finish. Mark Ledesma finished third.

Ledesma was also a winner on the weekend, earning the victory in the GT Lights final on Saturday afternoon. Joe Carillo was second; Bill Wachholder finished third. CN

Buttonwillow Raceway Park
Buttonwillow, California
Results: July 4-5, 1998

EBC SPT/BK: 1. Brian Parriott (Hon); 2. James Randolph (Suz); 3. Brian Livengood (Suz); 4. Bryan Kovarick (Suz); 5. Mike Noschese (Yam).

H-D TW SPT: 1. Billy Graef; 2. Shawn Conrad; 3. Richie Morris; 4. Brian Bodine; 5. Michael Friberg.

BUELL LIGHTNING: 1. Billy Graef; 2. Shawn Conrad; 3. Brian Conley; 4. Brian Bodine; 5. Richie Morris.

HRC GP: 1. Rodney Fee (Hon); 2. Vicky Jackson-Bell (Hon); 3. Carlos Neves (Hon); 4. Toby Jorgensen (Hon); 5. Gavin Seekamp (Hon).

SUNOCO GTO: 1. Jeff Short (Suz); 2. Brian Parriott (Hon); 3. Mark Ledesma (Kaw); 4. Bruce Gross (Suz); 5. Bryan Kovarick (Suz).

SUNOCO GTU: 1. Brian Livengood (Suz); 2. James Randolph (Suz); 3. Bryan Kovarick (Suz); 4. Kris Clubb (Kaw); 5. David McPherson (Kaw).

SUNOCO GT LIGHTS: 1. Mark Ledesma (Kaw); 2. Joe Carillo (Yam); 3. Bill Wacholder (Suz); 4. Clinton Whitehouse (Yam); 5. Jesse Provencio (Yam).

Two more for Lampkin

By John Dickinson

VIRIEU LE GRAND, FRANCE, JUNE 27-28

Six points. In the season to date, that's how far from perfect in the championship points race Britain's Doug Lampkin has been. He has finished second only twice and won every other time. The French venue, like almost every other course, clearly belonged to Lampkin, and he hopped right back into his double-winning groove over the two days.

As the season progresses, however, Lampkin has become increasingly critical of what he suggests is an effort by the FIM to make the loops "easier" to close up the gap between his and the other riders' scores.

"They changed the rules radically to stop me from winning trials, and now that that has failed, they are making the trials easier," Lampkin said. "Of course that makes things much closer, but that isn't what World Championship trials are supposed to be about. They are supposed to find the best rider and that means pushing the limits of the sections. Making it all easy so anyone can win is rubbish!"

Not that "anyone" has done much winning but him, though his victories have been by a smaller margin in recent rounds. His victory Saturday was by a seven-point margin, and Sunday's came with a margin of only three, but most people who see him ride agree that these smaller margins don't truly reflect his current level of superiority.

So, with Lampkin's wins (and his position atop the championship points heap) pretty much taken as a foregone conclusion, the real interest lay in the battle for second place - both on the day and on the season.

Former World Champion Marc Colomer and Britain's Graham Jarvis spent Saturday battling with one another for second place, a battle of some significance as Jarvis is trying to overtake Colomer's second place in the championship points race. Jarvis managed to beat Colomer by five marks, giving the British rider some hope that he might come away from the weekend having gained on his rival. But Sunday was a disaster for Jarvis - he finished outside the top 10 - while Colomer once again finished on the podium, this time in second, just one point ahead of Kenichi Kuroyama. And so Jarvis is 19 points behind Colomer, 167-148, with Lampkin virtually untouchable on 234. Kuroyama, meanwhile, is hot on Jarvis' tail with 141 points for fourth in the standings.

A large spectator turnout made for a good atmosphere on the 15-section course. Two laps were run each day, with the opening two sections staged on big, wide waterfalls. The trick here was to zigzag to keep forward momentum. The next nine hazards were all set in a dry creek with lots of slippery green moss on slimy rocks. These were followed by three sections that were set in an old gravel quarry and spiced up by having loads of massive rocks dumped in. Then came the final section, man-made and set in the host town of Vireu le Grand, located near Lyons.

Doug Lampkin continued his winning ways with another double victory. Thus far in the season, the Beta rider is only six championship points away from perfect.

Lampkin's opening lap cost him just 13 marks, with 12 of those coming in three-mark bursts on the super-slippery rocks of the third, fourth, seventh and 11th sections. Even so, he was far superior to his competition and it was he alone who cleaned the eighth section - both laps. Only his teammate Kuroyama came close in that section, scoring a three and a one.

On the second circuit Lampkin had the measure of the course and appeared to be cruising to a single-figure score when he fived the 11th and also the final section, which was admittedly tricky.

"I'm really annoyed with myself," Lampkin said. "I should never have lost those two fives."

There were actually only three cleans on that final sub, and they came from Spanish teenager Albert Cabestany, Colomer and Jarvis. Even with his two fives, Lampkin still had the low score on the loop, though Colomer was within one mark and Jarvis just one more behind.

Bruno Camozzi, meanwhile, was putting together his traditional effort in front of the home fans, and fourth place was easily his highest of the series thus far. He just beat Kuroyama and Takahisa Fujinami. David Cobos came back from a below-par first circuit to claim seventh ahead of courtyman Marcel Justribo and an off-form Steve Colley.

Just as on Saturday, Sunday was an extremely hot day; Lampkin's riding was a perfect match. All the contenders had the measure of the sections - aside from the seventh, despite the fact that it had been made easier. It remained the biggest mark stealer, and only Lampkin managed to scrape through for a one on the final circuit as he kept his nerve to ride to another victory - and another perfect 20 championship points.

But it was every bit as close as the final points tally on the day suggests, as Colomer only lost his chance for the win when he took a five on the 11th section of his first lap. Sunday was nothing but a disaster for Jarvis and he watched his rivals leapfrog him in the results. Kuroyama broke away from Fujinami, who struggled on the slippery sections, to take third behind Colomer, while Camozzi again claimed fourth..

Amos Bilbao and Diego Bosis both improved drastically over their opening day to claim fifth and sixth ahead of an off-form Cobos, while Steve Colley just squeezed out Marcel Justribo and Fujinami in a close finish. CN

French World Trial
Vireu le Grand, France
Results: June 27-28, 1998 (Round 6)

Saturday
1. Doug Lampkin (Bet); 2. Graham Jarvis (Sco); 3. Marc Colomer (Mon); 4. Bruno Camozzi (G-G); 5. Kenichi Kuroyama (Bet).

Sunday
1. Doug Lampkin (Bet); 2. Marc Colomer (Mon); 3. Kenichi Kuroyama (Bet); 4. Bruno Camozzi (G-G); 5. Amos Bilbao (G-G).

SBR INDY WINNER'S CIRCLE

Mark Junge (57) topped both the 1100cc and 750cc Superstock sprint classes at the WERA Indy Cycle Jam at Indianapolis Raceway Park.

By Cary Lurie
File photo by Andy Chadwell

CLERMONT, IN, JUNE 27-28

SBR/Semoff Brothers Racing took the honors at round five of the WERA National Endurance Series, with riders Glenn Szarek and Paul Youngman winning the battle of attrition after three of the early pacesetters crashed, each one while leading the four-hour event. The victory vaulted the York, Pennsylvania, team to the overall points lead at the halfway point of the 1998 season. This also marked the first victory for Yamaha's new R1 in the WERA National Endurance Series.

Indianapolis Raceway Park was the scene for WERA's eighth annual Indy Cycle Jam, which featured three days of racing, including Vintage, Sportsman, National Endurance and National Sprint events. The 2.5-mile, 15-turn dragstrip-anchored road course provided a test that many of the teams and riders could not conquer.

Arclight Suzuki's GSX-R750-mounted Mark McDaniel jumped to the lead right from the start and looked ready to dominate the field as the team has for much of the season. JAR Racing's Tim Bemisderfer was the first to challenge by taking the lead early in the first hour. The R1-mounted rider was soon pressured by the newly formed Vesrah Racing Team, with Mark Junge on a Suzuki TL1000R in its maiden voyage. JAR succumbed to the pressure with a fall while passing a slower rider, breaking the frame of the Yamaha and ending its race. Junge had jetted to the lead after starting on the 19th row. Uncertain about the fuel mileage of the new machine, the Barrington, Illinois, rider pitted at the 50-minute mark, handing the lead back to Arclight's McDaniel. The first-hour results showed Arclight just ahead of Vesrah, with Team Fury's Kawasaki ZX-6R in third, just one lap down.

Vesrah's Darryl Saylor regained the lead when Arclight pitted in the second hour. Arclight's Chris Hughes soon noticed that the handling of his Suzuki was deteriorating with every lap. Hughes repitted to find that the rear-axle nut had loosened, and he rejoined the race after changing the rear wheel and refueling the machine. Saylor continued to lead the field, putting Arclight Racing one lap down by the halfway point. SBR/Semoff Brothers Racing pushed into third after a slow start and began its assault on the leaders.

Vesrah Racing's hope for a win for the debut of its TL1000R ended abruptly as Saylor tipped over in turn 12 - the "carousel" turn - and dropped two laps as a result. Arclight's McDaniel inherited the lead, but it proved to be short-lived, as he collided with a slower rider and crashed at the end of the back straight. SBR/Semoff Brothers Racing took the lead on its Michelin shod R1 and set sail for the victory. Firestorm Racing's GSX-R600-mounted Chris Normand and Scott Brown worked their way through the field to take second by the end of the third hour. YZF R1-mounted Team Dreaded was third.

The final hour showed that the top three remained the same, but results can be deceiving. Firestorm's Chris "Opie" Caylor proved once again that he can be the fastest rider on the track. Charging through the backmarkers, Caylor regained the lost lap from the first hour and began a charge toward leader SBR/Semoff Brothers Racing. SBR countered Firestorm's assault with the team's top rider, Szarek, who took charge in the final hour.

Holding Firestorm at bay, SBR's Szarek secured the win. Firestorm finished just over one minute back, with Team Dreaded's Matt Winnaker and David Probst two laps back in third.

The WERA National Challenge Series returned to action on Sunday to conclude WERA's eighth annual Indy Cycle Jam. Junge piloted his Vesrah-sponsored Suzuki TL1000R to victory in its debut in the WERA 1100cc Superstock Series event. This marked the first win for the new machine in a premier National series, all while beating R1s, GSX-R1100s and 750s, and, of course, all the other machines in the field.

Series points leader McDaniel of Arclight Suzuki took the holeshot on his GSX-R750 in the WERA 1100cc Superstock race but was quickly overtaken by Junge in the "carousel," turn 12. The Vesrah rider quickly established a pace on the nearly stock machine that left the field behind. Turning high-1:37 lap times, Junge set sail, attempting to break away early. Valvoline EMGO Suzuki rider Josh Hayes was the only rider to match Junge's pace, and then he bested him to take the lead. Michelin-backed Hayes led for two laps, until a bad battery slowed the machine, allowing Junge to retake the lead. Hayes eventually finished fourth. Marietta Motorsports rider Billy Eisenacher on a Yamaha R1 slipped into second, with TL1000R-mounted Tray Batey in third by race's end.

"This bike is stock except for slipons," said a satisfied Junge. "Josh (Hayes) was the only one to give me any trouble. He would pull me down the back straight, but I could catch him everywhere else. Even on the long front straight, the TL1000R got such a good drive off the last corner that I could pull his 1100 there. I was amazed by how well the bike worked from corner to corner. It steers like my 600."

Junge also looked to continue his battle for the Metzeler 600cc Superstock Series with rivals Valvoline EMGO Suzuki's Hayes, both GSX-R600-mounted, and current points leader Kawasaki of Canton's Brian Lantz on a ZX-6R Kawasaki. Junge jumped to the early lead but Hayes grabbed it going into turn one. The Gulfport, Mississippi, resident ran mid-1:38s to set the pace and was never challenged. Lantz held Junge at bay through the long sweeping turns one through five while the Suzuki rider controlled the tighter, more-technical sections. This battle continued for the entire race. The Kawasaki-mounted Lantz made his final attempt in the parking-lot section of the course, then held off Junge with a strong drive out of turn 15 to take the runner-up position.

Vesrah rider Junge proved to be in the thick of things once again with a victory in the Michelin 750cc Superstock event. Junge passed second-placed Motorsports Suzuki-backed Brian Gibbs and set his sights on points leader McDaniel of Arclight Suzuki. Junge passed McDaniel in the sweeping turn two to take the lead on lap three. A clear track allowed Junge to set 1:37 lap times and fly unchallenged to victory. Gibbs experienced one of the scariest scenarios in racing when McDaniel's machine blew an engine and covered the entire track with smoke, engulfing Gibbs at the entrance to the 130-mph turn one. Blinded, Gibbs made the entrance on faith and safely exited the corner, maintained the pace and finished second. Third place went to Hayes, who stuffed his fellow Valvoline EMGO Suzuki teammate Lopez for the position. The top 10 were all Suzuki GSX-R750-mounted.

Indianapolis Raceway Park
Clermont, Indiana
Results: June 27-28, 1998 (Round 5)

Saturday

ENDUR O/A: 1. SBR/Semoff Brothers Racing (Yam); 2. Firestorm Racing (Suz); 3. Team Dreaded (Yam); 4. Team Fury (Kaw); 5. TKO Racing (Suz).

Sunday

1100 S/STK: 1. Mark Junge (Suz); 2. Billy Eisenacher (Yam); 3. Tray Batey (Suz); 4. Josh Hayes (Suz); 5. Scott Carpenter (Yam).

600 PROD: 1. Charles Gainey Jr. (Hon); 2. Frederick Farzanegan (Hon); 3. Cody Bedford (Kaw); 4. Scott Gardner (Kaw); 5. Barrett Brummett (Hon).

600 S/STK: 1. Josh Hayes (Suz); 2. Brian Lantz (Kaw); 3. Mark Junge (Suz); 4. Brian Gibbs (Suz); 5. Ty Howard (Suz).

125 GP: 1. Michael Himmelsbach (Hon); 2. Chris Pyles (Hon); 3. Ryan Landers (Hon); 4. Doug Scronce (Hon); 5. John Hjelm (Hon).

750 S/STK: 1. Mark Junge (Suz); 2. Brian Gibbs (Suz); 3. Josh Hayes (Suz); 4. Grant Lopez (Suz); 5. Shannon Ball (Suz).

750 PROD: 1. Cody Bedford (Kaw); 2. Frederick Farzanegan (Hon); 3. Brent Whitecotten (Hon); 4. Barrett Brummett (Hon); 5. John Patterson (Suz).

F-2: 1. Lee Acree (Yam); 2. Brian Lantz (Kaw); 3. David Rose (Suz); 4. Scott Brown (Suz); 5. Ed Sorbo (Yam).

600 S/BK: 1. Jep Palmour (Kaw); 2. Mitchell Phillips (Hon); 3. Frank Wiot (Hon); 4. Cody Bedford (Kaw); 5. Steve Campisano (Hon).

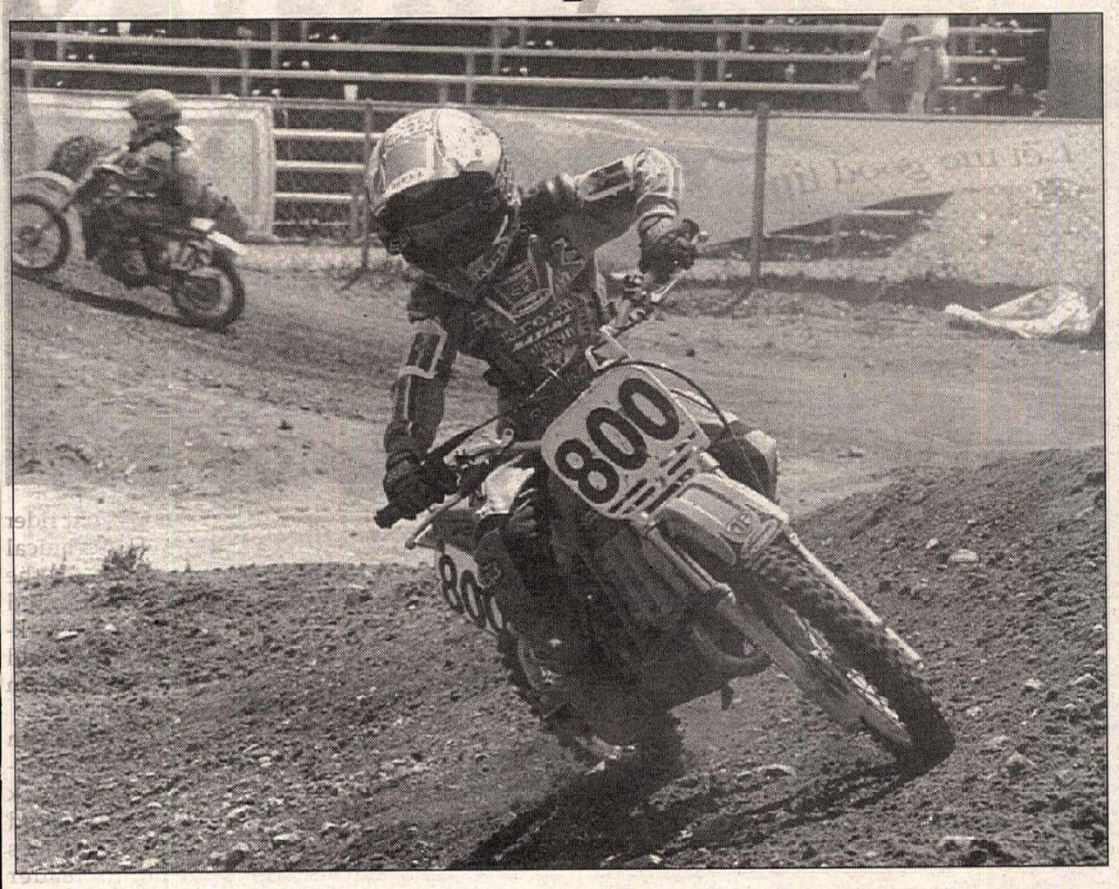
H/W TW EX: 1. Tray Batey (Suz); 2. Luke Yarbrough (Suz); 3. Matthew Winnacker (Duc); 4. Stewart Aitken-Cade (Hon); 5. Drew Lincoln (Hon).

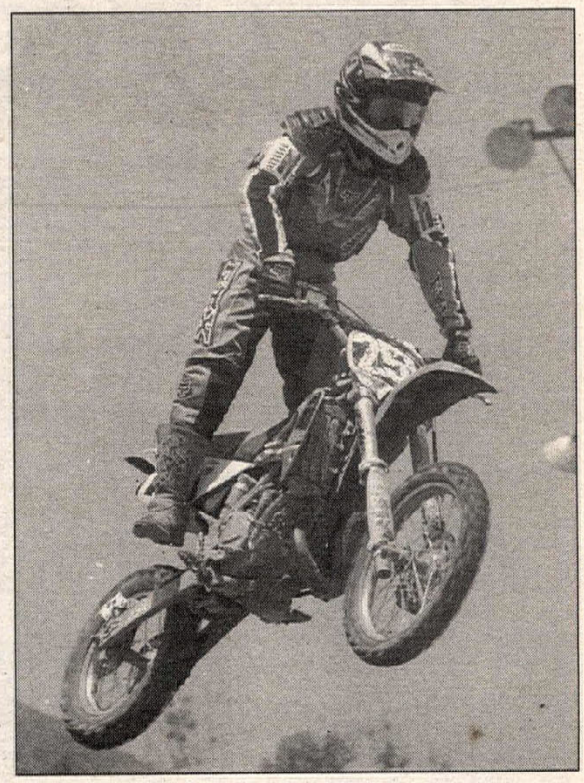
H/W TW NOV: 1. Mike Mashewske (Hon); 2. Matt Galbreath (Suz); 3. Steve Baxter (Suz); 4. Jason DiSalvo (Hon); 5. Dan Charleson (H-D).

750 S/BK: 1. Jep Palmour (Kaw); 2. Brian Hott (Suz); 3. Mitchell Phillips (Hon); 4. Matt Churpka (Kaw); 5. Frank Wiot (Hon).

F-1: 1. Grant Lopez (Suz); 2. Lee Acree (Yam); 3. Mark McDaniel (Suz); 4. Scott Carpenter (Yam); 5. Richard Pacella (Suz).

ALESSI, STEWART SHINE





(Left) Mike Alessi was hot at the Team Green Youth World National Championships at Glen Helen, going eight for eight in Division Four 60cc Stock and Modified. (Right) Florida's James Stewart made the trip west worthwhile as he dominated the Division 6 80cc Stock and Modified (12-13) classes during both days of racing.

By Greg Robertson

SAN BERNARDINO, CA, JULY 4-5

California's Mike Alessi and Florida's James Stewart came out on top of some tough competition to post wins during the GFI Racing/Kawasaki Team Green 1998 Youth World National Championship, held at Glen Helen Raceway.

Over 300 entries during the two-day event saw Saturday's races take place on the famous National track, with Sunday's program being run on the much tighter supercross track.

Based on the combination of both days' results, the Division 1-9 winners were awarded nice prizes such as GT mountain bikes, Fox umbrellas and Axo gearbags, along with special trophies during Sunday's awards presentation.

Alessi showed the crowd on hand why he's a multi-time National Minicycle Champion as he went eight for eight to sweep the Division Four 60cc Stock and Modified 9-11 age classes. KX60 rider Robert Memoli chased Alessi all over the place for two straight days for eight consecutive second-place finishes. Cas Swift, Steven Schwartz and Paul Pearcy all took turns finishing in third, with Swift coming out on top in the end.

Things were a little tougher for the 10-year-old Alessi in the Division Five 80cc Stock and Modified classes, where he used three wins along with consistent top finishes to earn the championship over the Yamaha of Vincent Rhoads. Rhoads rode to a top-five finish in each moto, including a win in the final race, to earn a well-deserved second place on the podium. Zac Wray won a Stock and a Modified moto, but too many minor falls held him to third when all the points were added up. Nick Davis and Jarred Brown finished fourth and fifth, respectively.

Even with only three 80cc moto wins, Alessi was pleased.

"The weekend went excellent," said the Team Green/Fox/Curnutt/Boyesen/Afam/CTI/Dirt Digit-backed Alessi. "I liked the motocross track on Saturday better because it was harder and not as easy as the supercross track. The competition was a little hard in the 80cc class."

Twelve-year-old Stewart easily dominated the Division Six 80cc Stock and Modified 12-13 age classes on both days. He went three for four on Saturday, finishing second to Jesse Casillas when he fell in the first Stock moto. A trip over the bars off a triple jump in the opening moto on Sunday gave Stewart a fifth-place finish, but after that he smoked everyone in the remaining three races to secure the championship on his Team Green/Fox/Oakley/Shoei/Dunlap/FMF/Bel Ray/Renthal-sponsored KX80 - not too bad for a guy who was visiting Glen Helen for the first time.

"This place is pretty fun," Stewart said. "I like the supercross track. I'm really out here (in California) to test the bikes I'm going to be riding at Loretta Lynn's. The guys out here are pretty good. I'd say they're faster than the guys in Florida, except maybe for one guy named Ryan Davis - he's pretty good."

Honda-mounted Nick Alvaraz and Eric Meyer battled behind Stewart all weekend, with Alvaraz coming out on top by a single point after eight motos to claim second overall. Casillas would end up winning both motos that Stewart had problems in to finish fourth overall by a single point over Jimmy Nelson.

Nic Paluzzi piloted his Cobra to the Division One 50cc Stock and Modified 4-6 age class championship by winning seven out of eight races. Second overall belonged to Johnny Jelderda, who chased Paluzzi across the finish line each time out. KTM-rider Thomas Richie kept the leaders in sight en route to third overall ahead of the Cobra duo of David Meade and Bret Downey.

David Meade's older brother Mike was quite impressive in Division Two 50cc Stock and Modified (7-8) competition, using consistently good starts to top Tylor Hemme for the championship. Chapman Fiene and Andy Straight shared third-place finishes, with Fiene prevailing in the end.

Mark Proscelle's perfect four-moto sweep of the Division Three 60cc Stock and Modified 4-8 age classes on Saturday carried him through to Sunday, where Chad Gores and Cole Seely did most of the winning on the supercross track. Proscelle was crowned the champ, with Gores runner-up over Seely by a couple of points.

Billy Laninovich led a Yamaha sweep of the top three positions of the Division Seven 80cc Stock and Modified 14-16 age classes. Ross Garcia picked up a pair of moto wins to edge out Josh Hansen for second overall.

Rivals Bryan McGavran and Sean Hamblin went at it in the Division Nine 125cc Stock and Modified Intermediate classes on both days. McGavran was untouchable on the faster National track, dominating all four motos on Saturday.

"I liked Saturday's track better because it got rough," McGavran said. "On the supercross track, everyone went fast and was doing everything on the track."

Hamblin couldn't quite hang with McGavran on Saturday, but got some revenge by topping McGavran in both Stock-class motos on Sunday.

"It feels good to beat McGavran, no doubt about it," said Hamblin. "I liked Sunday's track a lot better for my style."

McGavran had the final laugh, though, topping Hamblin by a few points once both days' results were tallied up.

"It's all right finishing second to Sean in the Stock class - he finishes second to me all the time," joked McGavran. "Now I know how it feels."

Consistency paid off for Michael Sleeter, who picked up some nice prizes with his third-overall placing in the 125cc Intermediate class, ahead of R.J. Thompson and Dustin Ryley. CN

RESULTS

D-1 50 STK/MOD (4-6): 1. Nic Paluzzi (Cob); 2. Johnny Jelderda (KTM); 3. Thomas Richie (KTM); 4. David Meade (Cob); 5. Bret Downey (Cob).

D-2 50 STK/MOD (7-8): 1. Mike Meade (Cob); 2. Tylor Hemme (KTM); 3. Chapman Fiene (KTM); 4. Andy Straight (Cob); 5. B. Reyna (Cob).

D-3 60 STK/MOD (4-8): 1. Mark Proscelle (Kaw); 2. Chad Gores (Kaw); 3. Cole Seely (Kaw); 4. Justin Mulford (Kaw); 5. Kurtis Batey (KTM).

D-4 60 STK/MOD (9-11): 1. Mike Alessi (Kaw); 2. Robert Memoli (Kaw); 3. Cas Swift (Kaw); 4. Steven Schwartz (Kaw); 5. Paul Pearcy (Kaw).

D-5 80 STK/MOD (7-11): 1. Mike Alessi (Kaw); 2. Vince Rhoads (Yam); 3. Zac Wray (Yam); 4. Nick Davis (Yam); 5. Jarred Brown (Suz).

D-6 80 STK/MOD (12-13): 1. James Stewart (Kaw); 2. Nick Alvaraz (Hon); 3. Eric Meyer (Yam); 4. Jesse Casillas (Yam); 5. Jimmy Nelson (Yam).

D-7 80 STK/MOD (14-16): 1. Billy Laninovich (Yam); 2. Ross Garcia (Yam); 3. Josh Hansen (Yam); 4. Dereck Costella (Kaw); 5. Tyler Duncan (Yam).

D-8 125 STK/MOD NOV: 1. Randy Norman (Yam); 2. Travis Frinnk (Kaw); 3. Sean O'Connor (Yam); 4. Brandon Reed (Suz); 5. Donnie Durrer (Yam).

D-9 125 STK/MOD INT: 1. Bryan McGavran (Yam); 2. Sean Hamblin (Yam); 3. Michael Sleeter (Yam); 4. R.J. Thompson (Kaw); 5. Dustin Ryley (Yam).

D-10 125 STK/MOD EX: 1. Scott Conley (Kaw).

50 BEG: 1. D. Kuntz (Yam); 2. Corey Smith (Yam); 3. Keith Adams (Act).

S/P/W (6-9): 1. Matthew Spencer (KTM); 2. Tylor Hemme (KTM).

60 BEG (4-8): 1. Matthew Kent (Kaw).

60 BEG (9-11): Ryan McClintock (Kaw).

80 BEG (7-11): 1. Justin Noble (Kaw); 2. W. Peick (Suz); 3. Anthony Charette (Yam); 4. Kris Palozzi (Hon); 5. Dallas Peick (Suz).

80 BEG (12-13): 1. Garrett Warren (Kaw); 2. Matt Jennings (Yam); 3. Steve Forsythe (Yam); 4. G. Bacon (Hon); 5. Randy Landstrom (Yam).

S/MINI: 1. Sean Collier (Kaw); 2. Micky Griffin (Yam); 3. Joe Page (Kaw).

SCHBY: 1. Kurt Caselli (Kaw); 2. Justin Meyers (Suz); 3. Josh Moraine (Hon); 4. Jason McTygue (Yam); 5. Nick Melanson (Kaw).

125 BEG: 1. David Kelly; 2. Justin Meyers (Yam); 3. Bobby Bloodworth (Hon); 4. Brian Melsheimer (Yam); 5. Jason McTygue (Yam).

125 NOV: 1. Rod Hamby (Yam); 2. Iganacio Rueda (Yam); 3. R. Bacon (Suz); 4. R. Nelson (Yam); 5. Eric Wood (Hon).

125 PRO: 1. Greg Schnell (Yam); 2. Tony Harrison (Yam).

250 BEG: 1. Dustin Schaller (Kaw); 2. Dave Gifford (Kaw).

250 INT: 1. Bryan McGavran (Yam); 2. Craig Truglio (Kaw); 3. Mike Collier (Kaw); 4. D.J. Umphries (Yam).

250 NOV: 1. Chris Paulson (Hon).

250 PRO: 1. Billy Payne (Kaw); 2. Jose Polasek (Yam); 3. Scott Conley (Kaw).

VET NOV: 1. Corey Smith (Hon); 2. Mike Mize (Hon).

McLevy again

(Above) Patrick Timothy crosses a river en route to a second-place finish. (Left) Josh McLevy won the Conn State AMA/NETRA Hare Scrambles. It was his second win in a row.

By Cheri Alix
Photos by Jay Chittenden and Alix

UNION, CT, JUNE 28

After weeks of seemingly never-ending rain, the Ramblers Motorcycle Club finally got a break long enough to set up the course for the Conn State Hare Scrambles, the sixth round of the AMA/NETRA Hare Scrambles Series. And, for the second week in a row, Honda rider Josh McLevy emerged on top of the heap after completing seven laps of the 6-mile course in a little over two hours.

With a limited space for a wide-open start, the riders were lined up Blackwater-style, with four riders to a row. Only three riders, however, lined up on the front row in the AA class: McLevy, Patrick Timothy and Ken Valentine. Missing from the line was number-two rider Todd Levesque, who was absent from today's race. When the green flag dropped, McLevy grabbed the holeshot and was followed by Timothy and Valentine. Five seconds later, the second row, made up of Arthur Menzel, Luke McNeil and Brian Tucker, took off.

Within four miles, McLevy had put 15 seconds on second-placed Timothy. Valentine fell behind another 30 seconds. Timothy did not allow McLevy to gain any more time and kept the pace, coming around just 16 seconds down on McLevy. Valentine was now back one minute from McLevy, with McNeil, Menzel, Jason Cayer and Brian Lawson hot on his tail.

During the first half of the race, McLevy was putting a constant 16 seconds on Timothy, with both riders running away from the pack. Valentine was holding down third place, back some three minutes by the end of the third lap. McNeil was running in fourth place with a comfortable lead over fifth place when he smashed his chainguide and broke his chain. This moved Lawson up into the fourth-place position, with Expert 200cc rider Jesse Berthiaume moving into fifth place. But Berthiaume's reign in the top five would be short-lived.

On the fourth lap, the club rerouted the track, ribboning off a section to make the riders take a hard left instead of going straight. Berthiaume was one of the first riders through and missed the turn.

"I saw two guys standing on the side of the trail pointing, but I didn't know what they were pointing at," he said. "I saw the ribbons at the last second and drove right through them."

Berthiaume got so tied up in ribbon that he had to remove his rear wheel and brakes, resulting in him losing several minutes. The ribbon incident eventually led to him DNFing.

Lawson also ran into misfortune on the fourth lap. His problem was a flat rear tire. This caused Lawson to lose several minutes in the pits, allowing Dave Gunn and Cayer to move into fourth and fifth.

Meanwhile, taking over the lead in the Expert class was Cycle Connection's Bob Santheson.

"I saw Jesse on the side of the trail, all wrapped in the banners, and I just started pushing it," Santheson said.

By the end of the sixth lap, Santheson had worked his way through the pack into sixth place, just ahead of Lawson.

On the sixth lap, a few spectators decided to help keep the race interesting by throwing a large rock and an eight-foot log in the trail. McLevy was the first to encounter the obstacles.

"You come around a few quick turns, then over a hill," he said. "I couldn't see the rock until I hit it. It was a big, square-edged boulder that just blended in. I slammed right into. I can't believe I didn't go down."

The log was rolled lengthwise into a rut and no one slammed straight into it, but it did cause a few riders to slide sideways while trying to avoid it. Luckily, both obstacles were removed for the final lap.

It took McLevy two hours and 15 minutes to complete the seven-lap race with two minutes to spare over second-placed Timothy.

"I had no one to ride with all day," McLevy said. "It makes it kind of boring and hard to keep the pace when you don't have anyone to feed off of."

Taking third place, down some five minutes on Timothy, was Valentine. Valentine had also pulled away from the pack early in the day and spent most of his time riding alone. Fourth place went to Cayer, who was able to put the move on Gunn on the final lap, leaving Gunn to settle for fifth place on the day.

Santheson was able to hold off the hard-charging Lawson to post his best finish to date with sixth overall and the Expert-class High Point award. Lawson finished back one minute to take seventh overall.

In the 250cc Expert class, it was Jeff Staples edging out Josh Hackett by 20 seconds for the class win.

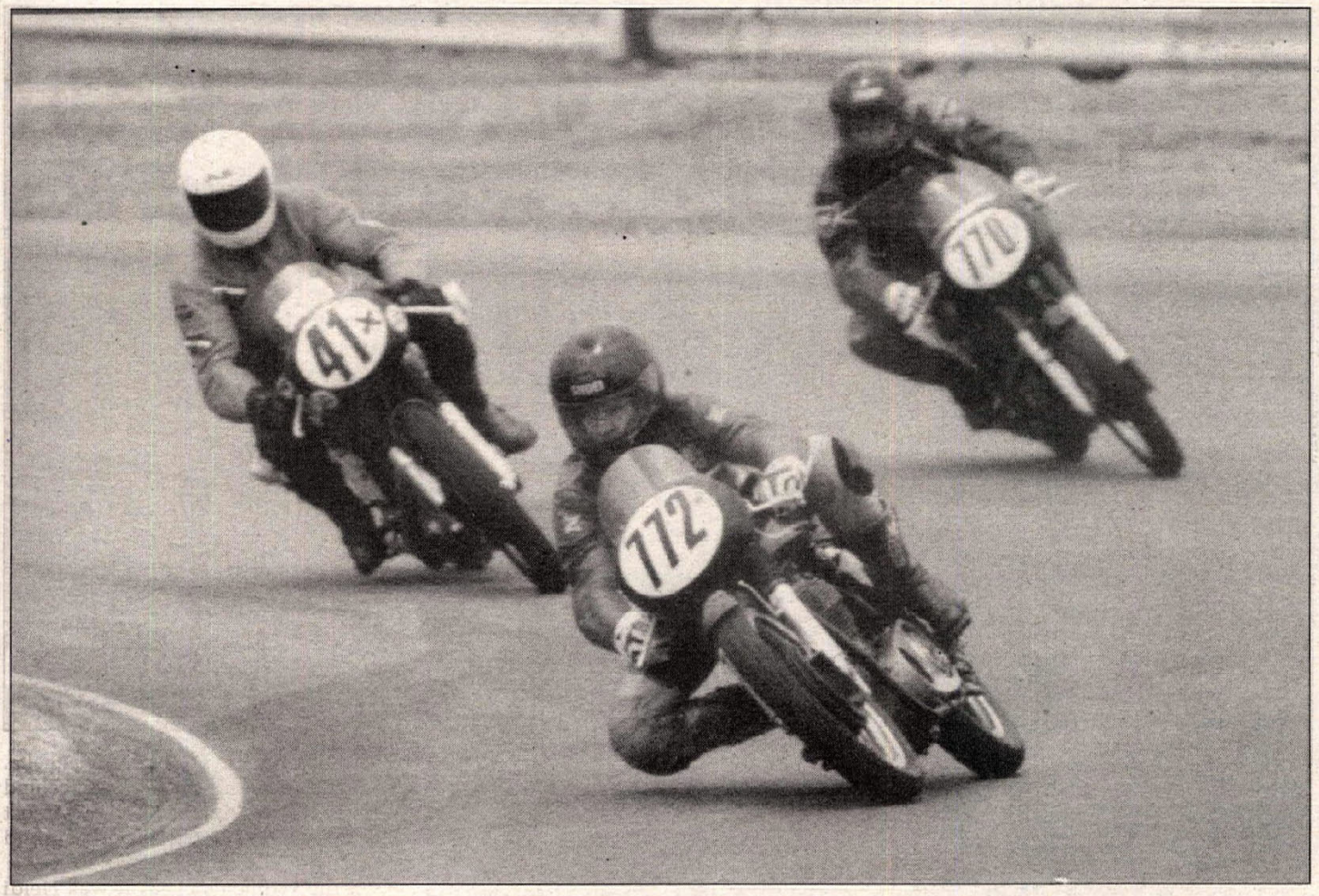
The Junior event was run earlier in the day, and Suzuki-mounted Nathan Kanney took first-place honors but not without some pressure by Ryan Dellaghelfa. Dellaghelfa had his closest finish behind Kanney, taking second place down just one minute. Jason Kurys came around third, back 3 1/2 minutes.

In the Women's class, it was Heidi Landon who ran away with the class win, coming around six minutes ahead of second-placed Dawn Silvia.

William Rowe continued his dominance of the Mini class, taking the win by eight minutes over second-placed Sean Mullaney. CN

Conn State HS
Union, Connecticut
Results: June 28, 1998 (Round 6)

GRAND CHAMP: Josh McLevy (Hon).
O/A A: Bob Santheson (Hon).
O/A C: John Morrison (Hon).
AA: 1. Josh McLevy (Hon); 2. Patrick Timothy (Kaw); 3. Jason Cayer (KTM); 4. Dave Gunn (KTM); 5. Brian Lawson (Yam).
250 A: 1. Jeff Staples (Yam); 2. Josh Hackett (Hon); 3. Dennis Decker (KTM); 4. D.J. Lis (Hus); 5. David Clark.
200 A: 1. Bob Santheson (Hon); 2. Nathan Kanney (Suz); 3. Brett Costello (Yam); 4. Denny Anderson (Kaw); 5. Chris Crispin (Hon).
VET A: 1. Robert Carlson (Suz); 2. Lance Longo (Suz); 3. Jon Manchan (Yam); 4. Mark White (Suz); 5. Chris Simpson (Kaw).
SR A: 1. Bob White (CRE); 2. Frank Wortmann (KTM); 3. Steve Kanya (KTM).
250 B: 1. Josh Beebe (Hon); 2. Chad Richardson (Yam); 3. Larry Silvia (Kaw); 4. Luke Dawson (Yam); 5. Tracy Matulonis (Yam).
200 B: 1. Keith Callahan (Hon); 2. Everett Maynard (Kaw); 3. Mike Bushey (Suz); 4. Ryan Jump (Kaw); 5. David Harris (KTM).
4-STRK B: 1. Stace Ames (Hon); 2. Bill Reiss (Suz); 3. Brian Sebben (Yam); 4. Jeff Grant (Hon); 5. John Merola (Yam).
VET B: 1. Martin Grill (Yam); 2. Dave Dzenutis (Hon); 3. Alan Whitford (Hon).
SR B: 1. Bob Larson (Hon); 2. Chris Fahan (Hon); 3. David Kanney (KTM); 4. Robert Santheson (Yam); 5. Steve Zdon (KTM).
250 C: 1. Mike Carpenito (Hon); 2. Erik Dahl (KTM); 3. Sean Stopa (Kaw); 4. Matt Pollard (Kaw); 5. Kevin Oliwa (Yam).
200 C: 1. James Menard (Yam); 2. Charles Geroux (Kaw); 3. Jared Wheelock (Hon); 4. Dave Johnson (Kaw); 5. Steve Diamond (Kaw).
4-STRK C: 1. John Morrison (Hon); 2. James Simonds (Yam); 3. Mike Hardick (Hon); 4. Paul Phillips (Hon); 5. Charles Nichols (Hon).
VET C: 1. Thomas Crawford (Hon); 2. Brian Brewer (Suz); 3. Ray Cramer (Kaw); 4. Robert Rome (KTM); 5. Michael Litwin.
125 C: 1. Brian Natsisky (Hon); 2. Michael Wolf (Kaw); 3. Ken Hosler (Hon); 4. Dennis Wilder (Hon); 5. Brad Deboer (Yam).
SR C: 1. Allen Allsod (Yam); 2. Mark Joliet (Yam); 3. Carl Carlson (KTM); 4. Paul Caouette (Kaw); 5. John Nolan.
JR: 1. Nathan Kanney (Suz); 2. Ryan Dellaghelfa (Yam); 3. Jason Kurys (Hon); 4. Robert Langenback (Yam); 5. Justin Tucker (Yam).
WMN: 1. Heidi Landon (Kaw); 2. Dawn Silvia (Kaw); 3. Dawn Shayer (Kaw).
MINI: 1. William Rowe (Kaw); 2. Sean Mullaney (Hon); 3. T.J. Swistro (Yam); 4. Adam Simcock (Hon); 5. Darron Capote (Kaw).



Jeff Elings (772) leads John Cooper (41X) and Virgil Elings (770) at Grattan Raceway.

Palmer II takes two at Grattan AHRMA

By H. Lee Rigozzi

BELDING, MI, JUNE 20-21

Blessed with good weather and an amazing array of machines, Grattan Raceway was the site of another fun day of AHRMA racing. Some of the day's highlights included the two wins posted by Carlton Palmer II, which included wins in the Pre-1940 class both Saturday and Sunday. A 1937 Harley-Davidson 500 carried Palmer to victory.

The Sound of Thunder/BEARS also had a double winner, as Wally Schleper, on a Suzuki TL1000, survived serious challenges by Kris August, Jeff Nash, Todd Hennessy and Dave Knapp, who fell while leading.

The MZ Skorpion race was a battle of wills and nerves, with Sven Bley winning twice over Dave Rosno, Dave Fulkerson and Bruce McLaughlan.

Results

Saturday

200+ GP: 1. Cory Rusk (Duc); 2. John Demoisey (Tri); 3. Larry Kerby (Yam); 4. Mike Gontesky (Duc); 5. Brian Beck (Duc).

250 GP: 1. Jonathan White (Duc); 2. Charles Sexton (Bul); 3. John Richardson (Duc); 4. Francis Ganance (Duc); 5. Larry Poons (Duc).

350 GP: 1. Johnny Demoisey (Tri); 2. Charles Sexton (Bul); 3. Virgil Elings (AJS); 4. John Richardson (Duc); 5. Francis Ganance (Duc).

PRE-1940: 1. Carlton Palmer II (H-D); 2. Norbert Nickel (BMW); 3. Al Knapp (H-D); 4. Beno Rodi (Nor); 5. Blake Wilson (Ind).

CLSSC '60s: 1. Jeff Elings (Mat); 2. John Cooper (BSA); 3. Virgil Elings (AJS); 4. John Cygnor (H-D); 5. Geoff Ryan (Tri).

BOT F-1: 1. Matt Winnacker (Duc); 2. Wally Schleper (Suz); 3. Kris August (Hon); Ted Barger (Duc); 5. Helmut Leukert (Hon).

BOT F-2: 1. Brian Dedoes (Duc); 2. Martin Sires (Hon); 3. Todd Hennessy Jr. (Bue); 4. Will Harding; 5. David Snider (Bue).

BOT F-3: 1. Jonathan Hord (Hon); 2. Brian Dedoes (Kaw); 3. Will Harding (M-G); 4. Marting Sires (Hon); 5. Jefferson Vice (Hon).

BOT OPEN: 1. Matt Winnacker (Duc); 2. Wally Schleper (Suz); 3. Ted Barger (Duc).

BOT 2-STRK: 1. Glen Christianson (Yam); 2. Bob Newby (Yam); 3. James Swartout (Yam); 4. Kris Jepsen (Yam); 5. Arthur Farley (Yam).

SOS 2-STRK: 1. Scott Bergquist (Hon); 2. George Oiegar (Hon); 3. Nate Franson (Hon); 4. Jerry Herman (Rtx); 5. Richard Bonelli (Yam).

CL-C HAND: 1. Al Knapp (H-D); 2. Blake Wilson (Ind).

CL-C FOOT: 1. Carleton Palmer II (Vin); 2. Norbert Nickel (BMW); 3. Art Barda (Ind); 4. Beno Rodi (R-E); 5. Lonnie Harmon (Tri).

F-125: 1. Bruce Clark (Hon).

F-250: 1. Richard Merhar (Yam); 2. Jerry Herman (Hon); 3. Jeff Elings (Yam); 4. Brad Naumer (Yam); 5. Jerry Kinzl (Yam).

F-500: 1. Richard Merhar (Yam); 2. Christopher Spargo (Yam); 3. Gregg Bonelli (Suz); 4. Robert M. Hurst (Yam); 5. Oral Molden (Yam).

F-750: 1. Will Harding (Hon); 2. Robert Goodpaster (Nor); 3. Al Charles (Tri); 4. Cal Lewis (Nor); 5. Dave Cromer (Duc).

F-VINT: 1. Will Harding (Hon); 2. John Ellis (Yam); 3. Cal Lewis (Nor); 4. Ted Robinson (Tri); 5. Kevin Grattan (Tri).

SPTSMN 350: 1. Tim Stancill (Hon); 2. Kemp Archibald (Hon); 3. Chris Emenhiser (Hon); 4. Lane Jacquay (Hon); 5. Nicholas Otten (Hon).

SPTSMN 500: 1. Peter Homan (Hon); 2. Tim Stancill (Hon); 3. Andrew Cowell (Tri); 4. Don Jagger (BSA); 5. James Swartout (Hon).

SPTSMN 750: 1. John Ellis (Yam); 2. Larry Kirby (Yam); 3. Ted Robinson (Tri); 4. Kevin Grattan (Tri); 5. Jeff Morr (Yam).

SOT/BEARS: 1. Wally Schleper (Suz); 2. Jeff Nash (Duc); 3. Kris August (Hon); 4. Todd Hennessy Jr. (Bul); 5. Al Charles (Duc).

SKORPION: 1. Sven Bley (Muz); 2. Dave Rosno (Sko); 3. David Fulkerson (Sko); 4. Bruce McLaughlan (Sko); 5. Blake Wilson (Muz).

S/MONO: 1. Dave Knapp (Rtx); 2. Sven Bley (Muz); 3. Tim Barker (Yam); 4. Jeff Nash (Duc); 5. Dave Rosno (Sko).

S/MONO 2: 1. Tim Barker (Hon); 2. Gary Anderson (Yam); 3. Mark Hatten (BBM); 4. Steven Enter (Hon); 5. Patrick McCabe (Yam).

S/MONO 3: 1. Michael Gontesky (BBM); 2. Michael Schneider (Hon).

500 PREM: 1. Larry Poons (See); 2. John Cooper (BSA); 3. Stuart Carter (Mat); 4. Jeff Elings (Mat); 5. Scott Strickler (BSA).

Sunday

200+ GP: 1. Corey Rusk (Duc); 2. Larry Kirby (Yam); 3. Brian Beck (Duc); 4. David Naegele (Hon); 5. Bruce Clark (Yam).

250 GP: 1. John Richardson (Duc); 2. Jonathan White (Duc); 3. Charles Sexton (Bul); 4. Corey Rusk (Duc); 5. John Stephens (Duc).

350 GP: 1. Johnny Demoisey (Tri); 2. Jonathan White; 3. Charles Sexton (Bul); 4. Stuart Carter (Duc); 5. John Richardson (Duc).

PRE-1940: 1. Carleton Palmer II (H-D); 2. Norbert Nickel (BMW); 3. Al Knapp (H-D); 4. Beno Rodi (Nor).

CLSSC '60s: 1. Jeff Elings (Mat); 2. John Cooper (BSA); 3. Virgil Elings (AJS); 4. Geoff Ryan (Tri); 5. John Cygnor (H-D).

BOT F-1: 1. Matt Winnacker (Duc); 2. Wally Schleper (Suz); 3. Kris August (Hon); 4. Helmut Leukert (Hon); 5. Ted Barger (Duc).

BOT F-2: 1. Martin Sires (Hon); 2. Todd Hennessy; 3. Helmut Leukert (Hon); 4. A.J. Dusek (Duc).

BOT F-3: 1. Jonathan Hord (Hon); 2. Martin Sires (Hon); 3. Mark Cummings (Lav); 4. Will Harding (MG); 5. Jefferson Vice (Hon).

BOT OPEN: 1. Matt Winnacker (Duc); 2. Wally Schleper (Suz); 3. David Snider (Yam).

BOT 2-STRK: 1. Glen Christianson (Yam); 2. Michael Walmann (Yam); 3. Bob Newby (Yam); 4. Kris Jepsen (Yam); 5. Arthur Farley (Yam).

SOS 2-STRK: 1. Larry Cohee (Yam); 2. Scott Bergquist (Hon); 3. George Oiegar (Hon); 4. Jerry Herman (Rtx); 5. Nate Franson (Hon).

F-125: 1. Bruce Clark (Hon).

F-250: 1. Richard Merhar (Yam); 2. Chip Larkby (Yam); 3. Jerry Herman (Hon); 4. Jeff Elings (Yam); 5. Robert Merkel (Bul).

F-500: 1. Christopher Spargo (Yam); 2. Bob Newby (Yam); 3. Dan Schmitt (Yam); 4. Albert Owens (Hon); 5. A.J. Dusek (Kaw).

F-750: 1. Al Charles (Tri); 2. Cal Lewis (Nor); 3. Dave Cromer (Duc); 4. Pat Cotroy (H-D); 5. Michael Burke (BMW).

F-VINT: 1. John Ellis (Yam); 2. Christopher Spargo (Yam); 3. Cal Lewis (Nor); 4. Bill Welch (Yam); 5. John Magyar (Nor).

CL-C HAND: 1. Al Knapp (H-D).

CL-C FOOT: 1. Carleton Palmer II (Vin); 2. Norbert Nickel (BMW); 3. Art Barda (Ind); 4. Lonnie Harmon (Tri); 5. Beno Rodi (R-E).

SPTSMN 350: 1. James Swartout (Hon); 2. Kemp Archibald (Hon); 3. Lane Jacquay (Hon); 4. Chris Emenhiser (Hon); 5. Bill Doran (Hon).

SPTSMN 500: 1. Peter Homan (Hon); 2. Andrew Cowell (Tri); 3. Jeffrey Caiazzo (Duc); 4. Kemp Archibald (Hon); 5. Lane Jacquay (Hon).

SPTSMN 750: 1. John Ellis (Yam); 2. Larry Kirby (Yam); 3. Bill Welch (Yam); 4. Jeff Morr (Yam); 5. Ed Van Sickle (Nor).

SOS/BEARS: 1. Wally Schleper (Suz); 2. Kris August (Hon); 3. Todd Hennessy (Bue); 4. Al Charles (Duc); 5. Mark Cummings (Lav).

SKORPION: 1. Sven Bley (Muz); 2. Dave Rosno (Sko); 3. Bruce McLaughlan (Sko).

S/MONO: 1. Sven Bley (Muz); 2. Jeff Nash (Duc); 3. Tim Barker (Yam); 4. Mark Cummings (Duc); 5. Stuart Carter (Spo).

S/MONO 2: 1. Tim Barker (Hon); 2. Gary Anderson (Yam); 3. Kevin Burns (Yam); 4. Steven Enter (Hon); 5. Patrick McCabe (Yam).

S/MONO 3: 1. Michael Gontesky (BBM); 2. Michael Schneider (Hon).

500 PREM: 1. Larry Poons (See); 2. Jeff Élings (Mat); 3. John Cooper (BSA); 4. Scott Strickler (BSA); 5. Terry Naughton (Hon).

Gray schools at Collegiate Peaks Enduro

By Troy Raynor

BUENA VISTA, CO, JUNE 7

Jim Gray showed once again that he is no longer the student as he taught lessons to the other 248 riders on how to go fast in the desert when he overalled the ninth annual Collegiate Peaks Enduro. It was the Moose/FMF/Elite Motors-backed rider's second Rocky Mountain Enduro Circuit win this year.

The hot and dusty event was originally planned to be a three-loop enduro, but last-minute Department of Wildlife concerns complicated things when some of the local deer decided to bed down right next to the course. The deer didn't seem to mind the dirt bikes, but the Department of Wildlife thought otherwise. They pulled the plug on two loops of the course, forcing promoter Mike Simpson, forest ranger Brad Beasley, the Buena Vista Snowmobile Club and The High Rocky Riders OHV Club to get creative in a hurry. Trail boss Dee Taylor saved the day by recommending they change to a reliability-type event. Taylor and company scrambled and successfully laid out a 42-mile reliability trial loop, including two special test sections.

The first special test section was right off the start and riders were hard on the gas right away as the 9 miles of tight, rocky trail was timed to the second. This particular section of trail is known as the "horse trails" and it definitely got the blood flowing, along with some arm pump, too. Gray carded out of the test with a 1552 to top the field. The next-fastest time was set by Scott Bright, who went 1604; then came Scott Stretch, riding his new KX250 to a score of 1676, followed by Casey Colbert with 1647.

Riders headed out for the rest of the first loop, which consisted of 30 miles of fast sand wash and jeep roads. The 16.5-mph pace allowed most of the riders plenty of time to complete the 42-mile loop. This format allowed riders to find some lines and take a quick glance up at the snow-capped Collegiate Peaks the first time through, because they realized the next time would be at a 30-mph pace - one that, as advertised, could not be maintained.

The restart pointed the riders back into the 9-mile horse-trail test. Several savvy riders bumped up a minute to try to get out of the dust, but it didn't matter where you rode once you got past minute one. Gray completed the test with a 1520, bettering his first test, but he wasn't totally satisfied.

"I had problems getting by a guy in the dust and turned off on a dead-end spur trail," Gray explained. "It cost me some time and a couple hundred yards."

Stretch got used to his new KX in a big way as he uncorked it and turned in an incredibly fast 1374. Colbert kept his Yamaha on the gas and dropped 1584.

The speed average to the 23-mile check was the same - 16.6 mph - but after that, it was WFO for the last 19 miles. A few spectators on the course got to see the riders hitting the fast, tapped-out-in-fifth-gear sand washes and pounding the huge whoops before grabbing hard brakes and slamming into the big-bermed corners. Then came the fun flat-track section, consisting of miles of jeep roads that went up into the pinion trees.

The last 3-mile section to the finish turned to trail and cut back across the creek. Gray dropped a point at the finish check, giving him the overall win. Second overall and the A-class winner, Mark Stevens, had his KX flying as he was the only rider to zero the last check. Next came KX-mounted Bright with a season-best third overall. Yamaha rider Colbert took fourth and KTM rider Dax Brown rounded out the top five.

The hard-luck award again went to Floyd Stretch. His second test score had him in the hunt for the win before he came up short on fuel just a few miles before the finish. Fortunately, Stretch had a better side to his day, as he won the Super Senior class.

Results

O/A AA: Jim Gray (KTM).

O/A A: Mark Stevens (Kaw).

O/A B: Dave Neumeister (Suz).

O/A C: Dan Dailey (Yam).

AA: 1. Scot Bright (Kaw); 2. Casey Colbert (Yam); 3. Dax Brown (KTM).

200 A: 1. Erik Griffith (Kaw); 2. Lee Cooper (Kaw); 3. Alex Dicharry (Hon); 4. Greg Huffer (Kaw); 5. Pat Duncan (Kaw).

250 A: 1. Jerry Churchill (KTM); 2. Phil Stevens (Kaw); 3. Jeff Hernandez (KTM); 4. Keith Larson (Kaw); 5. Brian Bunning (Yam).

OPEN A: 1. Bill Burgener (KTM); 2. Ryan O'Neil (KTM); 3. Bob Conner (Hon); 4. Peter Zepeda (Hon).

SR A: 1. John Blythe (Kaw); 2. Randy Walker (KTM); 3. Erich Esswein (KTM); 4. Ed Beaumont (Yam); 5. Jary Penney (KTM).

S/SR: 1. Floyd Stretch (KTM); 2. Jim Maucker (Yam); 3. Howard Utsey (Hon); 4. John Parker (KTM); 5. Charles Engel (Kaw).

4-STRK A: 1. James Pearson (Hon); 2. Erik Nijkamp (Yam); 3. Chris Malone (Hon); 4. Jim Wey (Kaw); 5. David Pearson (Hon).

VET A: 1. Ken Kozlik (Hon); 2. Troy Raynor (Yam); 3. Mark Buckholz (KTM); 4. Morgan Murri (Hon); 5. Terry Sims (KTM).

200 B: 1. Adam Griffith (KTM); 2. Brandon Jocelyn (Kaw); 3. Chris Parrino (Kaw); 4. Greg Kivett (Kaw); 5. Paul Kilbourn (Yam).

250 B: 1. Todd Parker (Kaw); 2. Hayden Fenwick (Hon); 3. Ted Winkelman (Hon); 4. Seth Flynn (Hon); 5. Pete Oeflein (KTM).

OPEN B: 1. Jason Cooper (KTM); 2. Jason Butts (KTM); 3. Tony Hildreth (KTM); 4. Dan Morgan (ATK); 5. Ron Vialpando (ATK).

SR B: 1. Bill Agandy (Hon); 2. David Schadle (Suz); 3. Steve Vanatta (KTM); 4. Bob Babinski (Kaw); 5. Randy Bright (Kaw).

4-STRK B: 1. Scott Millsapps (Hon); 2. Paul Favret (Yam); 3. Chris Corrigan (Hon); 4. Josh Saltz (Hon); 5. Greg Lehnerz (Hon).

VET B: 1. Will Mundy (Kaw); 2. Greg Mace (KTM); 3. Dean Adams (KTM); 4. Eric Jordan (KTM); 5. Bill Tiedeman (KTM).

200 C: 1. Topher Chandler (Suz); 2. Mark McDonough (Kaw); 3. Todd Elfeld (Kaw); 4. Paul Turner (Yam); 5. Scott Chandler (Hon).

250 C: 1. Brent Erickson (KTM); 2. Stacey Moss (KTM); 3. Jason Wright (Yam); 4. Ramon Fontanes (Kaw); 5. Ben Bradford (Kaw).

OPEN C: 1. John Walsh (KTM); 2. David Koscove (KTM); 3. David Jackson (Kaw); 4. Gabriel Reos (KTM); 5. Jason Eckart (Kaw).

SR C: 1. Bobby Podoll (Hon); 2. Tom Lambert (KTM); 3. Bruce Cummins (Kaw); 4. David Midthun (KTM); 5. David Dewey (Kaw).

4-STRK C: 1. Martin Cywinski (Kaw); 2. Steve Hilbert (Yam); 3. Dave Evans (Hon); 4. David Polley (Hon); 5. Scott Hoffmeyer (Hon).

VET C: 1. Barry Schafer (KTM); 2. Larry Feuerstein (Yam); 3. Bob Wooten (Hon); 4. Steve Larson (KTM); 5. Paul Franke (Yam).

S/60: 1. Wayne McFetridge (Kaw); 2. Marv Donaldson (Hon); 3. Mairl Peiper (Hon); 4. Bob Fay (Yam).

LDS: 1. Gladys Limbaugh (Kaw); 2. Nicole Bradford (KTM).

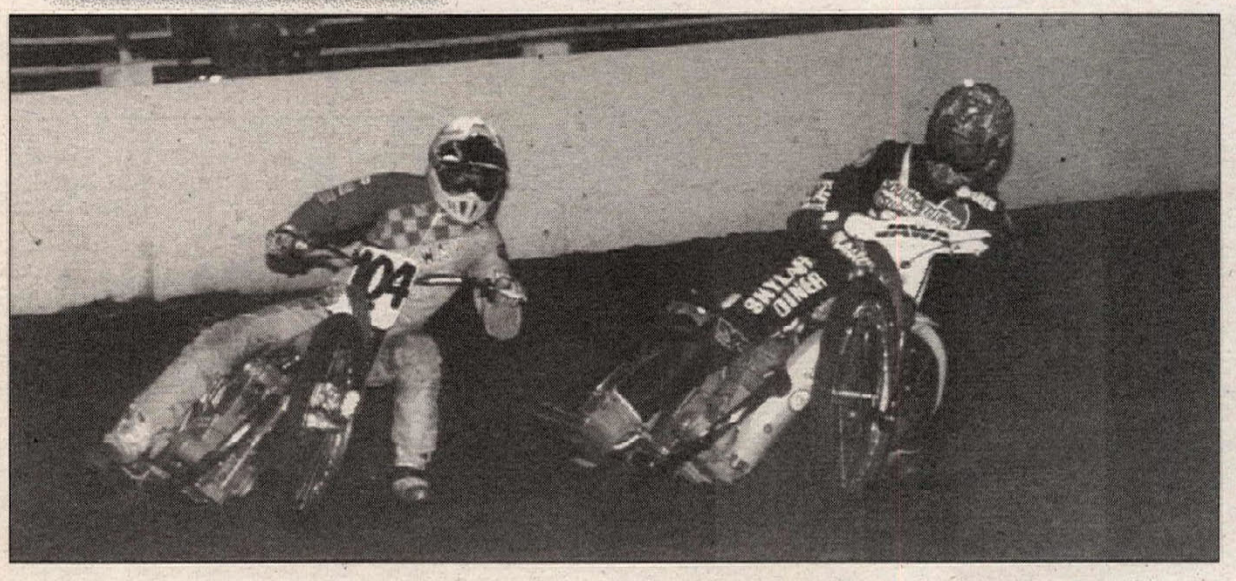
Graves raves about Washougal Motocross

By Pat Dougherty

WASHOUGAL, WA, JUNE 28

Nobody was happier than Cottage Groves' "Tough" Tony Graves after a day of motocross at the Washougal National MX Park. On a beautiful day in the Northwest and riding on a loamy track, he pushed his Cycle Town Yamahas out into the lead in both the 125cc and 250cc A classes.

Riding a Yamaha YZ400 in the 250cc class, Graves ran away with the overall win after having diced with the Hamness brothers - Mike on a Terry's Cycle Center Suzuki RM250 and Terry on a Terry's Cycle Center Yamaha YZ250 - but in the end Graves showed that he is definitely getting ready for the upcoming Washougal National. He also proved his pace in the 125cc A class, as he was long gone at the end of both motos.



Tom Sephton (104) tries the outside while Warren Diem goes inside during Handicap action at New Champion Speedway in Owego, New York.

More than 300 riders enjoyed a beautifully groomed track that remained almost dust-free throughout the day even though the temperature was in the 80s.

There was impressive riding in the Vielle family as Tom Vielle out of Vancouver, Washington, motored his RM250 Suzuki from behind in both motos of the Over 40 A class to run away from the likes of Honda rider Greg Rodgers from Portland, Oregon, and Gary Roe from Hillsboro, aboard a 125cc Suzuki. J.R. Vielle also carded an overall on his Suzuki RM250 in the Before The Hill class, ahead of up-and-comer Dan Reude, who was riding his Dan's Top-Notch Sheet Metal-backed Yamaha YZ125.

Results

50 (4-6): 1. Jared Wood (Lem); 2. Landon Currier (KTM); 3. Gared Steinke (Lem); 4. Josh Schmuck (KTM); 5. Steele Davidson (KTM).

50 (4-6) OIL-INJ: 1. Justin Miller (Yam); 2. Mark Miltenberger (Yam).

50 (7-8): 1. Derek Butler (Cob); 2. Jerrid Southard (Lem); 3. Steven Chiappa (KTM); 4. Corey Hampton (Lem); 5. Ryan Nystrom (KTM).

60 (7-8): 1. Jeffrey Miller (Kaw); 2. Jared Wood (Kaw).

60 (9-11): 1. Sean Fitzgerald (Kaw); 2. Chris Johnson (Kaw); 3. Jake Ponce (KTM); 4. Sean Ekerson (Kaw); 5. Charlotte Ellisor (Kaw).

80 (7-11): 1. Robert Wullbrandt (Suz); 2. Kory Huffman (Suz); 3. Mark Berry (Yam).

80 (12-13): 1. Jason Fitzgerald (Hon); 2. Joey Mancuso (Hon); 3. James Ellisor (Hon).

80 (14-15): 1. Brandon Sinden (Hon).

80 D: 1. Shawn Kesler (Yam); 2. Chris Leiby (Yam); 3. Brandon Sheffel (Hon); 4. David Wilks (Hon); 5. Jacob Oerding (Suz).

S/MINI: 1. Joey Mancuso (Hon); 2. Brandon Sinden (Hon); 3. James Ellisor (Hon); 4. Kory Huffman (Suz); 5. Zachariah Halcumb (Hon).

125 A: 1. Tony Graves (Yam); 2. Ryan Miskell (Hon); 3. Russ Robbins (Yam).

125 B: 1. Ryan Duntsch (Hon); 2. Jeff Conway (Kaw); 3. Joe McCraw (Kaw); 4. Aric Cool (Hon); 5. Alan Peters (Yam).

125 C: 1. Joe Pearson (Kaw); 2. Tyson Lindeman (Hon); 3. Daniel Reude (Yam); 4. Rory Sullivan (Yam); 5. Josh Wyninger (Hon).

125 D: 1. Kyle Falls (Hon); 2. Rich Kohler (Hon); 3. Dustin Martin (Suz); 4. Robby McCabe (Kaw); 5. Brody Fry (Hon).

250 A: 1. Tony Graves (Yam); 2. Don Bisceglia (Hon); 3. Terry Hamness Jr. (Yam); 4. Mike Hamness (Suz); 5. Robert Holtgrew (Kaw).

250 B: 1. Jeff Conway (Kaw); 2. Ben Parker (Hon); 3. J.R. Vielle (Suz); 4. Chad Gilbert (Hon); 5. Scott Watson (Yam).

250 C: 1. Curtis Allen (Hon); 2. Sean Stewart (Hon); 3. Mike Johnson (Hon); 4. Anthony Haas (Kaw); 5. Larry Smith (Hon).

250 D: 1. David Goldman (Yam); 2. Jason George (Suz); 3. Paul Wood (Yam); 4. Jake Sherer (Hon); 5. Nicholas Payne (Hon).

25+ A/B: 1. Mike Hamness (Suz); 2. Terry Hamness (Yam); 3. Trevor Portner (Hon); 4. John Sabo (KTM); 5. Jay Jackson (Yam).

25+ C: 1. Curtis Allen (Hon); 2. Corey Shepherd (Kaw); 3. Bill Kent (Hon); 4. David Llapitan (Hon); 5. Dane Batty (KTM).

30+ A: 1. Trevor Portner (Hon); 2. Jere Meeker (Kaw); 3. Scott Sherrell (Hon); 4. Jay Jackson (Yam); 5. Greg Rodgers (Hon).

30+ B: 1. Mark Winn (Kaw); 2. Ross Friesen (Hon); 3. Mike Johnson (Hon); 4. Patrick Dougherty (Suz); 5. Jason Rawlins (Kaw).

30+ C: 1. James Miller (Hon); 2. Bill Kent (Hon); 3. Larry Smith (Hon); 4. Ken Lynn (Hon); 5. Brent Dickey (Hon).

40+ A: 1. Tom Vielle (Suz); 2. Greg Rodgers (Hon); 3. Gary Roe (Suz); 4. Tim Sullivan (Hus); 5. Jerry Ebert (Kaw).

40+ B: 1. Michael Schwerzler (Kaw); 2. Terry Brooks (Yam); 3. Jerry Miller (Kaw); 4. David Ekerson (Hon).

40+ C: 1. Daniel Meeker (Hon); 2. Craig Buchea (Suz); 3. Gary Backstrom (Hon); 4. Rick Altergott (Hon).

BTH: 1. J.R. Vielle (Suz); 2. Daniel Reude (Yam); 3. Chad Gilbert (Hon); 4. Rory Sullivan (Yam); 5. Brett English (Kaw).

WMN 12+: 1. Joni Bisceglia (Suz); 2. Mary Aderton (Kaw).

OPEN B/C: 1. James Miller (Hon); 2. Scott Holas (Yam); 3. David McCollum (Kaw); 4. Tim Sullivan (Hus); 5. Chris Redhouse (Hon).

OPEN D: 1. Gary Silva (Yam); 2. Scott Buschke (Hon); 3. Chris Klein (Hsb); 4. Michael Morris (KTM); 5. Troy Zigler (Yam).

Diem, McBride win at New Champion Speedway

By Larry McBride

OWEGO, NY, JUNE 27

Opening night at New Champion Speedway gave Warren Diem and Lenny McBride their first victories of the speedway season. Diem and McBride both won their handicap heats fairly easily but, under a new AMA transfer format, they had to go head to head in the semifinal handicap rather than going to alternate semis. This set up one of the closest races of the event, with Diem, McBride and Joe Sephton occupying the back lines.

Sephton was the first to get by the short-yard-liners on lap three, with Diem and McBride closely behind. Diem, from the outside line, and the Tony B Tire/Anton's Pizzeria-sponsored McBride, from the inside, challenged Sephton in side-by-side action. Sephton held them off until the final lap, when Diem pulled a slight lead out of turn four. As Sephton drifted wide, McBride stayed inside to take second behind Diem.

The handicap final was nearly a carbon copy of the semi. Diem, McBride, Sephton, George Lazor and Bruce Nelson were all on the 40- and 50-yard lines, with Tim Mathewson on the 20. Mathewson held the lead for two laps before Sephton and Diem got by exiting turn two. Going into turn three, however, Nelson didn't get it sideways and he went down, taking Mathewson with him and bringing out the red flag. On the restart, Mathewson held the lead, but it was short-lived. Sephton again took over but was quickly challenged by McBride and Diem. Sephton held the lead by a mere bike length for three laps. Then, entering turn one on lap four, Diem drove hard on the inside, forcing Sephton to drift out and create the opening Diem needed to take the lead. Using the same tactic, McBride took over second in the same turn on the final lap.

A strange turn of events took place in scratch racing as four top riders - McBride, Diem, Len Dillon and Gene Bonsignore - failed to transfer out of the semis. However, due to another AMA rule change unfamiliar to the East Coast, a fifth rider is now added to the scratch main event.

A consolation was set up featuring those riders - a race that could have been a main event on any other evening - with only the winner going to the main. Diem held the pole, with McBride, Dillon and Bonsignore gating from two, three and four. Off the start, McBride squeezed ahead of Diem but drifted slightly on the exit of turn two, allowing Diem an opening and the lead down the back straight. Out of turn four, Diem returned the favor as he caught traction that took him to the outside lane. McBride stayed tight to the pipe and for the next three laps was never more than a wheel length ahead, but that was enough to give him the win and the final transfer spot to the main event.

Lining up for the main was McBride, Sephton, Nelson, Lazor and Tom Burge. The riders were so close heading into turn one off the start that Burge had no place to go but down, his crash bringing out the red flag. On the restart, McBride grabbed an early and commanding lead, only to see the red flag again when Burge hit the dirt in turn four.

After five laps, the main event seemed rather long - due to red flags - and it only got longer as the starter got caught up in the racing and lost track of the laps before pulling out the checkered flag at the completion of lap six.

"This is the first time I ever won a six-lap main event," McBride said.

After racing short track for a few years, 15-year-old Cam Rafferty made the transformation to speedway look easy. After winning the Support A heat, Rafferty took the lead in the final from the start. He was challenged early by Joe Vninsky, but steadily increased his lead to take the main-event win.

In a Race For Cash - sponsored by Race Tools of Rochester - Rafferty had another challenge in a race that he started from the 10-yard line. Back on the distant 50-yard line sat Diem and McBride, with Howie Oakden on the 30. Rafferty took the early lead, with Diem and McBride closing rapidly. With the race lasting only three laps, Diem made a dash to the rear of Rafferty and they were side by side at the finish line, with Rafferty taking the $125 prize money by about three inches.

On his 50th birthday, Gene Bonsignore was given an award and a tribute for his many years of dedication and devotion to the sport of speedway motorcycle.

Results

HDCP: 1. Warren Diem (Gdn); 2. Lenny McBride (Gdn); 3. Tom Sephton (Gdn); 4. George Lazor (Jaw); 5. Tim Mathewson (Gdn).

D-1: 1. Lenny McBride (Gdn); 2. Tom Sephton (Gdn); 3. Bruce Nelson (Gdn); 4. George Lazor (Jawa); 5. Tom Burge (Gdn).

A MAIN: 1. Cam Rafferty (Gdn); 2. Joe Vninsky (Jaw); 3. Joe Greene (Wes); 4. Howie Oakden (Jaw); 5. Kim Gregory (Jaw).

B MAIN: 1. Kendon Brookes (Jaw); 2. Jenny Harman (Jaw); 3. Russell Hartke (Jaw).

Klinefelter clobbers Path Valley Short Track

By Len and Ben Breech

WILLOW HILL, PA, JUNE 20

Little Chris Klinefelter put the heat on the Amateur-class racers at the second Winsett-Flowers Two Wheel Promotions short track at the wide, high-banked, billiard-table-smooth track by winning the 125cc B class - as usual - and then, using the same DMA Upholstery-sponsored Honda, he beat the 250cc B field by an even larger margin.

Like Klinefelter, Evan Baer and John Lewis continued their virtually season-long domination of their classes, with Baer taking the 50cc (4-6) and Oil-Injected divisions (while his brother Shawn again beat Zach Calcutt in the 85cc final), and Lewis had Brandon Robinson shadow his new KTM for most of the 65cc final. Jeff Haldeman took the 50 (7-8) division.

Bob Sweeten used his Honda 250 to record two wins - in the Over 30 and Over 40 finals - and a very close second to Don Mullen in the 250cc A final. Jake Johnson got out in front of the 600cc A final for the win, while Phil Libhart and Mike McKee swapped places in the Sportsman and 600cc Pro finals. Of course, Libhart handed the Sportsman win to McKee when he got a flat rear tire three laps from the end.

While the Path Valley track is wide, it has virtually no straight, which played to Klinefelter's hand in the 250cc class. Klinefelter has gotten great starts all year and, once he was in front, the 250s didn't have enough room to use their greater power to track him down. He grabbed the lead from Joey Tyeryar, with Jared Mees slipping by Mike Brabson, on another 125, for third at the line. While Klinefelter was pulling away, Tyeryar and Mees battled for second, and Brabson battled with his stepfather, Bruce Miller, for fourth. Miller finally got by on the outside about the seventh lap, with Mees finding an opening off the second turn to take second two laps from the end.

The 125s were given a slight break as Klinefelter and Mees had to start from the second line. It didn't bother Klinefelter too much, as he gated second behind Brabson and ahead of Brandon Green, Jonathan Reid and Mees. As they started the fourth lap, Klinefelter passed him on the outside. While the margin wasn't as large this time, he did have some safe distance as newcomer Green moved up to challenge Brabson for second in the late laps, coming up just a little short.

Results

50 OIL-INJ: 1. Evan Baer (Yam); 2. Bobby Weir (Yam); 3. Brett Pugh (Yam); 4. Locke (Yam); 5. R.J. Hart (Yam).

50 (4-6): 1. Evan Baer (Act); 2. John Long (Act); 3. Andrew Smith (Act); 4. Brett Pugh (Lem); 5. Bryan DeMuro (Act).

50 (7-8): 1. Jeff Haldeman (Act); 2. Brandon Robinson (Act); 3. Stevie Locke (Lem); 4. Joey Parks (Lem); 5. Megan James (Act).

65: 1. John Lewis (KTM); 2. Brandon Robinson (Kaw); 3. Jeff Haldeman (Hon).

80: 1. Shawn Baer (Yam); 2. Zach Calcutt (Hon); 3. Frankie Locke (Yam); 4. John Lewis (Hon); 5. Travis Senett (Yam).

SPTSMN: 1. Mike McKee (Rtx); 2. Phil Libhart (Rtx).

125 SCHBY: 1. Robbie Reynolds (Hon).

125 B: 1. Chris Klinefelter (Hon); 2. Mike Brabson (Hon); 3. Brandon Green (Yam); 4. Jonathan Reid (KTM); 5. Jared Mees (Hon).

250 A: 1. Don Mullen (Hon); 2. Bob Sweeten (Hon); 3. Georgie Price (Hon); 4. Rich Mellinger (Yam); 5. Jake Johnson (Hon).

250 B: 1. Chris Klinefelter (Hon); 2. Jared Mees (Mai); 3. Joey Tyeryar (Kaw); 4. Bruce Miller (Hon); 5. Mike Brabson (Hon).

500 2-VALVE: 1. Nick Taylor (Yam); 2. Dave Smith (Yam); 3. Larry Hoffman (Yam); 4. Barry High (Yam).

600 A: 1. Jake Johnson (Rtx); 2. Jim Haas (Rtx); 3. Nathan Davis (Rtx); 4. Will Russell (Rtx); 5. Ed Hyde (Rtx).

600 B: 1. Joey Tyeryar (Rtx).

600 PRO: 1. Phil Libhart (Rtx); 2. Mike McKee (Rtx); 3. Don Mullen (Rtx); 4. Georgie Price (Rtx); 5. Ken Yoder (Rtx).

750 A: 1. Nick Taylor (Yam).

30+: 1. Bob Sweeten (Hon); 2. Nick Taylor (Yam); 3. Mike Keane (Kaw).

40+: 1. Bob Sweeten (Hon); 2. Bruce Miller (Hon); 3. Mike Keane (Kaw); 4. Tim Russell (Rtx).

Marking time at Tanacross RR

By Sam Combs

TANACROSS, AK, JUNE 20

Road racers from the Anchorage and Fairbanks areas once again met in Tanacross at the old Bureau of Land Management airfield to test themselves against the clock and the worn asphalt of the field. This is the first race of an annual three-race schedule. The grass clumps get bigger each year, so not only do racers have to dodge the cones that have been in the same pattern for 10 years, they also have to avoid the grass clumps that have not. No moose showed up this weekend to distract the racers.

Mark Takitami set the pace in the Under 500cc class at five minutes, 37.97 seconds for the two-lap time trials on his Yamaha TZR250 and even beat the times of all the Open-, 750cc- and 600cc-class riders on Saturday.

Rain showed up on Sunday, the day of the races, so the time trials from the day before stood as the final times for the event.

Results

MINI: 1. John Larson (Yam); 2. Logan Bloom (Hon).

0-500: 1. Mark Takitami (Yam); 2. Charles Binder (BMW); 3. Mike Spendlove (Yam); 4. Sam Combs (Yam).

600: 1. Craig Hill (Suz); 2. Chris Maynard (Suz); 3. Mike Cavanah (Hon); 4. Edwin Penter (Suz); 5. Kathy Strle (Suz).

750: 1. Wayne Carter (Suz); 2. Aaron Gillette (Suz); 3. Craig Hill (Suz); 4. Dwayne Gouche (Kaw); 5. Jack Vigneau (Suz).

OPEN: 1. Derek Bloom (Hon); 2. Jarrett Dupree (Suz); 3. Scott Bothwell (Suz); 4. Charles Binder (Hon); 5. Todd Nybalk (Hon).

Jensen jettisons at Wild Rat Motocross

By Stacy Jensen

COLORADO SPRINGS, CO, JUNE 21

Cody Jensen, 14, was one of only two riders in the 125cc Sportsman class who came to race the Wild Rat motocross on Father's Day. B&B Sports Cycle-sponsored Jensen rode his Kawasaki to the victory facing only his teammate, Adam Burris, but left the track with a great sense of satisfaction after having beaten all the 125cc Amateurs as well.

Burris started off fifth and Jensen 10th at they left the gate with the 125cc Amateurs, with Mike Nelson heading the field, followed by Shane Cevette and Justin Riddle.

Burris made his move over the two sets of double jumps to move into second, while Jensen passed Jack Costa, Doug Fell, David Mantelli and Riddle to then begin his assault on Cevette and Nelson.

Jensen ran fourth until the third lap, when he made his move on the outside of a large left-hand sweeper to pass both riders. Class and overall leader Burris, however, extended his lead, and Jensen proved unable to close the gap before moto's end, thus leaving him second. Cevette was third, first in the Amateur class, with Nelson, Riddle, Archuleta and Mantelli behind.

Burris had the advantage at the start of moto two after gating third, while Jensen had a rough time bumping his way off the line to begin his race around seventh. Both riders began a charge to the front of the field and ended up first and second after the first lap. The smooth-riding Burris led the way, but Jensen was right there, laying on the pressure. On the second lap over the finish-line jump, both riders looked calm and focused, but as Burris drove for the corner, he slid out and went to the ground. Jensen maneuvered his bike around Burris to take the lead, with Cevette and Nelson in pursuit. Burris was up and moving again, having only dropped to fifth, and during the remainder of the race he

Adam Luhrs (567) nailed the overall win in the 80cc (12-13) class at Sweeney Cycle Park in Brush, Colorado.

moved to third place. It was smooth sailing for Jensen, meanwhile, and he nailed the overall win. Cevette took the overall win in the Amateur class, with Riddle, Archuleta, Nelson and Chris Moser filling the top five.

Results

50 NOV: 1. Zach Larson (Act); 2. Nathan Bertsch (KTM); 3. Shaine Krato (KTM).

P/W NOV: 1. Westen McCulloch (Kaw); 2. Paul Joos (Kaw); 3. Mike Henderson (Kaw); 4. Travis Sticher (Kaw); 5. Jason Toth (Kaw).

P/W AM: 1. Adam Harvey (Kaw); 2. Shane DeScenzo (Kaw); 3. Justin Jobe (Kaw); 4. Will Gibson (Kaw); 5. Zach Larson (Kaw).

MINI NOV: 1. Joel Givvens (Hon); 2. Justin Cunningham (Hon); 3. Michael Coleriu (Yam); 4. Nick Achey (Kaw); 5. Justin Jobe (Kaw).

OPEN MINI: 1. Waylon McCulloch (Kaw); 2. Matt Burris (Yam); 3. Jeff Noriega (Hon); 4. Brad Alarid (Hon); 5. Chris Phelan (Yam).

MINI AM: 1. Jeremy Wilson (Yam); 2. Chris Flesia (Yam); 3. Hank Kindell (Kaw); 4. Jeremy Riddle (Hon); 5. Ryan Conklin (Hon).

MINI EX: 1. Matt Burris (Yam); 2. Jeff Noriega (Hon); 3. Waylon McCulloch (Kaw); 4. Cody Jensen (Kaw); 5. Brad Alarid (Hon).

125 NOV: 1. Jason DeVore (Hon); 2. Danny Mitchell; (Hon); 3. Brian Millikan (Kaw); 4. Mark Hubbs (Kaw) 5. Doug Barnes (Kaw).

125 NOV SPTSMN: 1. Cody Jensen (Kaw); 2. Adam Burris (Yam).

125 AM: 1. Shane Cevette (Hon); 2. Justin Riddle (Hon) 3. Jason Archuleta (Yam); 4. Mike Nelson (Hon); 5. Chris Moser (Kaw).

125 INT SPTSMN: 1. Josh Murphy (Yam); 2. Ryan Nelson (Hon); 3. David Gonzales (Suz).

125 PRO: 1. Shawn Morgan (Kaw); 2. Paul Lindsey (Kaw); 3. John Murray (Yam); 4. Eric Landis (Yam); 5. Craig Fulmer (Yam).

250 NOV: 1. Britt Audeoup (Suz); 2. Doug Kelly (Hon); 3. Danny Mitchel (Kaw); 4. Dan Balon (Hon); 5. Blynn Keller (KTM).

250 AM: 1. Nick Bean (Yam); 2. Don Thompson (Yam); 3. Shannon Marchbanks (Suz); 4. Steve Prescott (Hon); 5. Joe Moebring (Hon).

250 INT SPTSMN: 1. Ryan Nelson (Hon); 2. David Gonzales (Suz).

250 PRO: 1. Shawn Morgan (Kaw); 2. Paul Lindsey (Kaw); 3. Mark Flesia (Yam); 4. Keith Campbell (Kaw); 5. Scott Burris (Yam).

OPEN NOV: 1. Jason DeVore (Hon); 2. Hal Strauss (Yam); 3. Nic Glyshaw (Hon); 4. Danny Mitchel (Hon); 5. Shawn Kechn (Yam).

OPEN NOV SPTSMN: 1. Cody Jensen (Kaw); 2. Scott Leatherhow (Hon).

OPEN AM: 1. Kevin Thuemler (Yam); 2. Raymond Bybee (Kaw); 3. Jason Archuleta (Yam); 4. Dan Stone (KTM); 5. Dusty Holman (Kaw).

OPEN PRO: 1. Shawn Morgan (Kaw); 2. John Merwin (Kaw); 3. Joe Pena (Yam); 4. Eric Landis (Yam); 5. Bobby Fitch (Hon).

VET NOV: 1. Ron Moreland (Kaw); 2. Dave Klinkhammer (Kaw); 3. Ron Decker (Yam); 4. Brian Hachnadel (Yam); 5. Jeffrey Anderson (Kaw).

VET AM: 1. Gary Bradley (Yam); 2. Dan Jackson (Kaw); 3. Mike Long (Suz); 4. Duke Huffman (Yam); 5. Stewart Smith (Yam).

VET PRO: 1. Mark Flesia (Yam); 2. John Merwin (Kaw); 3. Keith Campbell (Kaw); 4. Stacy Smith (Yam); 5. David Clabaugh (Yam).

SR NOV: 1. Rex Harvey (Suz); 2. Bryan Johnson (Yam); 3. Richard Fell (Yam); 4. Mark McDonald (Suz); 5. Curt Cummings (Yam).

SR AM: 1. David Hovater (Hon); 2. Darrel Walters (Hon); 3. Mike Lee (Yam); 4. Brent Bean (Yam); 5. Vic Zimmer (KTM).

SR EX. 1. Shawn Smith (Yam); 2. Mike Kappleman (Yam); 3. Bill Nolan (Yam); 4. Monty Don Kyle (Yam); 5. Bruce McGrew (Suz).

S/SR: 1. Bob Wolf (Yam); 2. Jim Reimer (Yam).

WMN NOV: 1. Amy Arnold (Kaw); 2. Rose Bromberg (Yam); 3. Carrie Thompson; (Yam).

WMN AM: 1. Tricia May (Yam); 2. Amy Rogers (Yam); 3. Ashley Boham (Hon).

Griego grasps Sweeney Cycle Park Motocross wins

By Gregory K. Corns
Photo by Dawn Winczewski

BRUSH, CO, JUNE 21

The first round of the Rocky Mountain Motocross Association's Summer Series kicked off at the newly opened Sweeney Cycle Park in Brush, Colorado, where Fay Meyers/FMF/Johnson Autobody-sponsored Adam Luhrs cleaned up with two moto wins in the 12- to 13-year-old 80cc class, and Sun Honda's Anthony Griego swept both motos in the Youth Beginner class.

All 19 riders in the Youth Beginner class got off the line cleanly as Griego grabbed the holeshot and put his Suzuki into the lead, with Rivera Concrete/Fast Freddie-sponsored Cody Rivera, Cycles of Boulder Kawasaki pilot Peter Freas and Honda-mounted Cody Boyd following.

Four back-to-back doubles offered riders a technical challenge as the front-runners opted to double through the section, while others opted to roll all eight jumps. Within a lap and a half, Kyle Schaffer motored his Kawasaki from the middle of the pack up to second. Griego maintained a 10-second lead until his front end washed out in a soft corner following the tricky jump section. Losing only a few seconds, Griego quickly remounted and held on to his lead over Schaffer. The same corner where Griego went down also collected Boyd, who was in third, a lap later.

Griego withstood the attack from Schaffer (who cut the gap to three seconds) and captured the win. Rivera, on a Honda, cruised in third. Freas, who went down three times, managed to climb back up to fourth. Honda rider Joseph Fetters rounded out the top five.

Rivera stole the holeshot in moto two, with Freas emerging from the first corner in second alongside Griego, who dived to the inside and outbraked Freas into the next corner for the position.

The three front-runners entered the rhythm section side by side, with Griego exiting in the lead. Freas made the pass on Rivera stick and kept within pouncing distance of the new leader, Griego. Rivera, Boyd and Matt Hilburger rounded the circuit bar to bar in a fierce battle for third. As the Honda freight train crossed the checkers, it was Boyd, Hilburger and Rivera.

Griego managed to fend off Freas for the overall win, while Freas' 4-2 collected second. Rivera rounded out the top three with his 3-5 performance.

Results

50 (4-6): 1. Garrett Tyrrell (KTM); 2. Anthony Griego (Act); 3. Travis McGray (KTM); 4. Nathan DeAndrea (KTM); 5. Chase Tort (KTM).

50 (4-8): 1. T.J. Lucero (Yam); 2. Dylan Hazelhurst (Yam); 3. Phillip Bowman (Yam); 4. Sean Gefeller (Yam).

50 (7-8): 1. Andrew Valdez (Cob); 2. Dalton Moyer (Cob); 3. Ricky LaMontagne (Act); 4. Joe Schaffer (KTM); 5. Tanner Gross (KTM).

50 OPEN: 1. Andrew Valdez (Cob); 2. Dalton Moyer (Cob); 3. Ricky LaMontagne (Act); 4. Tanner Gross (KTM); 5. Travis McGray (KTM).

60 (6-8): 1. Andrew Valdez (Kaw); 2. Michael Bowman (Kaw); 3. Robert Hiser (Kaw); 4. Michael Krieger (Kaw); 5. Joe Shaffer (Kaw).

60 (9-11): 1. Mathew Hertzig (Kaw); 2. Derik Brewster (Kaw); 3. Michael Haight (Kaw); 4. Austin Boyd (KTM).

80 (7-11): 1. Lance Hiser (Yam); 2. Carl Fritz (Kaw); 3. Mathew Hertzig (Suz); 4. Kyle Stroud (Yam), 5. Jimmy DeAndrea (Kaw).

80 (12-13): 1. Adam Luhrs (Suz); 2. Jay Lynch (Yam); 3. Matt Wixson (Yam); 4. Matt Felburger (Hon); 5. Kelly Longwell (Kaw).

80 (14-16): 1. Remington Way (Yam); 2. Brandon Hiett (Hon); 3. Aaron Wersinger (Hon).

S/MINI: 1. Carl Fritz (Kaw); 2. Brandon McGray (Suz); 3. Lance Hiser (Yam); 4. Aaron Wersinger (Hon).

YTH BEG: 1. Andrew Griego (Suz); 2. Peter Freas (Kaw); 3. Cody Rivera (Hon); 4. Kyle Schaffer (Kaw); 5. Cody Boyd (Hon).

16-24: 1. Kirk Huff (Yam); 2. Adam Nazarenus (Suz); 3. Jeremy Kanter (Hon); 4. Danny Lookhart (Yam).

125 SCHBY: 1. Tyler Walker (Yam); 2. Clifton Stroud (Yam); 3. Marshall McCarty (Yam); 4. Russ Kleensang (Hon); 5. Danny Rejda (Hon).

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NEW HAMPSHIRE
INTERNATIONAL SPEEDWAY

Steve Urbanski scored the B-class overall win on the 114-mile loop at the Inyan Kara reliability trial in Upton, Wyoming. 5053 -

Stretch shreds Inyan Kara reliability trial

By Troy Raynor

UPTON, WY, JUNE 21

Scott Stretch had a fast, clean ride and won the overall Inyan Kara One-Day Reliability Trial, which was round eight of the Rocky Mountain Enduro Circuit championship series, held in the northern Wyoming town of Upton. The Moose Off-Road-backed Kawasaki rider showed his Six-Days Junior Team silver-medallist form by besting the 200-rider field.

Rain on the Wednesday before the event changed what was typically a very dry, dusty ride into nearly ideal conditions.

Three loops with six special tests and a total 114 ground miles was laid out for the event, with the first special test just a few miles off the start. This consisted of five miles of heavily treed, tight single-track. Stretch was hard on the gas early and carded fast time. Just a couple of miles after the first special test, promoter Douglas threw in a bit of a surprise: Riders were quickly checked into another special test section before they even had a chance to let the sweat dry. The second test was three more miles of Wyoming single-track, through the thick, stout cedar trees with branches more like spring steel than wood.

"My arms were totally bruised from those trees," Stretch said.

Riders went on to complete the 38-mile first loop, and Stretch tied for fast time along with fellow Kawasaki rider Bryan Penney.

After a 10-minute gas stop, riders headed into the second loop, also with two special-test sections. The first was 5 miles long and was considerably tighter than the others. Several miles of two-track brought riders into the fourth test section. This section was 9 miles long on more-open, fast trail. At the second gas stop, Stretch still had the quick times. The A/B-class-rider-only third loop started out as a repeat of loop two; at least that's what the riders thought. After riding the same test as the second loop again, fun-meters were pegged when the course took an unexpected left turn off the original loop down into a supertight, narrow, steep ravine. Riders had to negotiate several miles of the 3-foot rock drop-offs, overgrown trees and huge roots. Riders were plenty tired heading into the final 9-mile special test of the day. Stretch once again went quickest.

With all six tests racked up, Stretch came out on top with a impressive 4833.

"It was a lot of fun out there," Stretch said. "(It was) uneventful except for riding the second test with only one contact lens; that was exciting."

Next was Penney, finishing on his KX with a best-ever second overall and first AA, carding a 5016. Third overall and first in 250cc A class went to KX-mounted Phil Stevens with 5072. Jeff Hernandez rode his KTM to fourth overall and second 250cc A with 5084. Fifth overall went to Mark Stevens, just one second back with 5085. Steve Urbanski rode his Vickery Motorsports Yamaha to the overall B-class win. C-class overall honors went to Ben Jansma on a Yamaha.

Results

O/A AA: Scot Stretch (Kaw).
O/A B: Steve Urbanski (Yam).
O/A C: Ben Jansma (Yam).
AA: 1. Bryan Penney (Kaw); 2. Dennis Larratt (Kaw); 3. Dax Brown (KTM); 4. Casey Colbert (Yam); 5. Scott Bright (Kaw).
200 A: 1. Lee Cooper (Kaw); 2. Erik Griffith (Kaw); 3. Mart Geary (KTM); 4. Pat Duncan (Kaw); 5. Ross Rohde (Yam).
250 A: 1. Phil Stevens (Kaw); 2. Jeff Hernandez (KTM); 3. Mark Stevens (Kaw); 4. Donny Murray (Yam); 5. Gerrit Hamilton (Hus).
OPEN A: 1. Bill Hamilton (KTM); 2. Bill Burgener (KTM); Ryan O'Neil (KTM); 3. Bob Conner (Hon).
SR A: 1. George Villanyi (KTM); 2. Randy Walker (KTM); 3. Perry Bicek (Kaw); 4. Keith Ratcliff (Hon); 5. David Svenvold (Yam).
S/SR. A: 1. Floyd Stretch (KTM); 2. Robert King (KTM).
4-STRK A: 1. Erik Nijkamp (Yam); 2. James Pearson (Hon); 3. Chris Malone (Hon).
VET A: 1. Troy Raynor (Yam); 2. Brad Schwartz (Yam); 3. Robert Faust (Kaw).
200 B: 1. Mike Decker (KTM); 2. Mike Harvey (KTM); 3. Matthew Woody (KTM); 4. Luke Matlack (KTM); 5. Josh Aumiller (KTM).
250 B: 1. Greg Gitke (KTM); 2. Ted Winkelman (Hon); 3. Darren Abbott (Suz); 4. Randy Warnke (Yam); 5. Todd Kercher (Kaw).
OPEN B: 1. Jason Cooper (KTM); 2. Steve Vialpando (Kaw).
SR B: 1. Ken Murphy (Yam); 2. Steve Vanatta (KTM); 3. Mike Fortman (Hon); 4. Jim Gohde (KTM); 5. David Schadle (Suz).
4-STRK B: 1. Scott Millsapps (Hon); 2. Andrew Hill (Hon).
VET B: 1. Steve Siler (KTM); 2. Marty Ulrich (Suz); 3. Shawn Brown (Hon); 4. Mike Vialpando (ATK).
200 C: 1. Topher Chandler (Suz); 2. Marc Baker (Kaw); 3. Keith Wilson (Yam); 4. Mike McDonough (KTM); 5. Scott Chandler (Hon).
250 C: 1. John Derry (Kaw); 2. Vernon Stokey (Hon); 3. Jason Soester (Kaw); 4. Jerry Meerkatz (Kaw); 5. Dan Buchheit (Suz).
OPEN C: 1. David Jackson (Kaw); 2. Lloyd Krein (KTM); 3. Keith Stokes (KTM).
SR C: 1. David Midthun (KTM); 2. Tom Lambert (KTM); 3. Brian Moffitt (Yam); 4. Steve Nyls (Kaw); 5. Tony Cooper (KTM).
4-STRK C: 1. Martin Cywinski (Kaw); 2. Rich Vose (Suz); 3. Cody Swanson (Hon); 4. Scott Hoffmeyer (Hon); 5. Jeff Hoyt (KTM).
VET C: 1. Tom Dillon (Yam); 2. Pat Soester (Hon); 3. Keith Hill (KTM); 4. Jim Brown (KTM); 5. Paul Franke (Yam).
S/SR C: 1. Gary Schmidt (Yam); 2. Howard Utsey (Hon); 3. Jim Maucker (Yam); 4. Roger Dowden (KTM); 5. Bill Greenlee (Hon).
S/60: 1. Marv Donaldson (Hon).
WMN: 1. Karol Hockensmith (KTM).

125 A: 1. Josh Kellogg (Yam); 2. Bryan Sabbaugh (Hon); 3. Wes Hale (Suz); 4. Adam Nazarenus (Hon).
125 B: 1. Marc Warmuth (Hon); 2. Clifton Stroud (Yam), 3. Tyler Walker (Yam), 4. Marshall McCarty (Yam); 5. Danny Rejda (Hon).
125 C: 1. Chad Strotheide (Hon); 2. James Funk (Kaw); 3. Adam Luhrs (Suz); 4. Michael Archuleta (Suz); 5. Adam Schafroth (Hon).
OPEN BEG: 1. Jeremy Wheeler (Hon); 2. Adam Schafroth (Hon); 3. Bobby Burkitt (Yam); 4. Chris Winkelhake (Hon); 5. Clifford Trump (Kaw).
250 A: 1. Josh Kellogg (Yam); 2. Wes Hale (Suz); 3. Alan Angelopulos (Kaw); 4. Russell Moore (Hon); 5. Adam Nazarenus (Hon).
250 B: 1. Kirk Huff (Yam); 2. Darin Guerrie (Kaw); 3. Josh Lehnherr (Hon); 4. Dean Haight (Yam); 5. Todd Dyer (Yam).
250 C: 1. Jeremy Wheeler (Hon); 2. Arthur Drouillard (Hon); 3. Gregory Corns (Yam); 4. Jesse Simpson (Hon); 5. Nels Danielson (Kaw).
25+ EX: 1. Bryan Curtis (Yam); 2. Josh Kellogg (Yam); 3. Alan Angelopulos (Kaw); 4. Bryan Sabbaugh (Hon); 5. Russell Moore (Hon).
25+ NON-EX: 1. Darin Guerrie (Kaw); 2. Eric Johnson (Kaw); 3. Johnny Clifford (Hon); 4. Aaron Hochnadel (Yam).
30+ A: 1. Bryan Curtis (Yam); 2. Randy Hocker (Yam); 3. Darrell Miller (Kaw); 4, Joe Arnold (Kaw); 5. Ed Lundquest (KTM).
30+ B: 1. Dean Haight (Yam); 2. Johnny Clifford (Hon); 3. Daniel McMechen (Suz); 4. Pat Leahy (KTM); 5. Nicholas Susco (Yam).
30+ C: 1. Marvin Romkoe (Yam); 2. John Krieger (Hon); 3. Charles Kinsey (Kaw); 4. Nels Danielson (Kaw); 5. Gregory Corns (Yam).
40+ A: 1. David Pickert (Kaw); 2. John Shaffer (Kaw), 3. Jeff Hazelhurst (CCM); 4. Bruce Jones (Kaw); 5. Bart Kellogg (Kaw).
40+ B: 1. John Longwell (KTM).
40+ C: 1. Michael Hall (KTM); 2. James Martell (Kaw); 3. Richard Funk (Kaw); 4. Steven Michels (Hon); 5. Gary Smith (Kaw).
4-STRK OPEN: 1. Dale Winczewski (Yam); 2. Aaron Hochnadel (Yam); 3. Gregory Corns (Yam).
WMN A: 1. Dawn Winczewski (Yam); 2. Cynthia Bennett (KTM).
WMN B: 1. Layne Gibson (Suz).
WMN C: 1. Kelly Longwell (Kaw); 2. Rhonda Linkus (Hon).

Graves grooves at WSMC RR

By Eric Vincent

ROSAMOND, CA, JUNE 20-21

Chuck Graves overcame a rare poor start and went on to capture the win in the Toyota Gold Cup Unlimited Formula One Grand Prix race at the sixth round of Willow Springs Motorcycle Club activities at Willow Springs International Raceway.

With Graves' mediocre start, Frank Aragaki took the holeshot, followed by Dean Vincent and Bryce Gross. But near the end of the first lap, a charging Paul Mumford powered past several midpack riders and emerged third.

By the start of lap three, Graves had moved up to fourth and Mumford was definitely in his sights. Between turns four and five, Graves dropped to the inside and passed Mumford on his Michelin-shod, Graves Motorsports-sponsored Yamaha YZF750. In the same lap, Graves went around the outside of Vincent in the long turn-eight sweeper, moving himself into second.

Graves, now focused on catching Aragaki, began closing the gap on the leader through the next lap of the eight-lap event. At the same time, Mumford was beginning to challenge Vincent for third. Just after the start of lap five, Graves found his chance and, exiting turn two, he shot into the lead, demoting Aragaki to second.

Later in the same lap, Mumford used the long back straight to get past Vincent and into third. The remaining three laps saw no change in the leaders, and at the line it was Graves with the win, followed by Aragaki in second and Mumford in third.

In the Tom Sera Racing/XYZ Clothing Formula Two GP race, Jeremy Toye was the fastest rider off the line on his Dunlop-shod Suzuki GSX-R750, with Bryan Kovarick right behind him. Rounding turn eight for the first time, Kovarick pulled alongside Toye and passed him as the racers exited turn nine. Dave Campbell, meanwhile, was in third.

Going into turn two on the second of 10 laps, Campbell got pushed back several spots when he was passed by both Gary Georges and John Hopkins. A lap later, Georges went around the outside of Toye in turn four to move into second. Later in the same lap, Toye was passed by Hopkins, leaving Toye fourth.

Near the end of lap four, leader Kovarick had managed to open up some breathing room on the rest of the pack. However, the competition for second was extremely tight between Georges, Hopkins and Toye. Rounding turn eight, Georges suddenly slowed, allowing Hopkins into second. His term in the spot was short-lived, though, as Georges made a daring pass around Hopkins in turn one. Hopkins was pushed back another spot in turn two when Toye blasted past him. Midway through lap six, Georges lost control of his motorcycle in turn three and crashed out of the race, moving Toye into second and Hopkins to third.

Over the next few laps, Toye set his sights on race leader Kovarick and, as they headed down the back straight on lap nine, Toye used his motorcycle's horsepower advantage to take the lead away from Kovarick. On the final lap, Kovarick made an unsuccessful bid to get past Toye in turn four, and Toye took the win, followed by Kovarick and Hopkins. On the victory podium after the race, Toye said his win was, "A little bit of luck and a lot of just trying to earn it."

Results

F-1: 1. Chuck Graves (Yam); 2. Frank Aragaki (Kaw); 3. Paul Mumford (Yam); 4. Dean Vincent (Yam); 5. Bryan Kovarick (Suz).
F-2: 1. Jeremy Toye (Suz); 2. Bryan Kovarick (Suz); 3. John Hopkins (Yam); 4. Dave Campbell (Hon); 5. Richard Snowden (Hon).
F-3: 1. Vicky Jackson-Bell (Hon); 2. Michael Hannas II (Hon); 3. Toby Jorgensen (Hon); 4. LaVaughn Montgomery (Hon); 5. Gavin Seekamp (Hon).
F-40: 1. Stephen Hewitt (Hon); 2. John Hilton (Hon); 3. Tom Sera (Yam); 4. David Molitor (Yam); 5. John Bailey (Suz).
500 S/STK: 1. Marte Cooksey (Yam); 2. Joe Hammond (Yam); 3. Jose Estrella (Suz); 4. William Erwin (Yam); 5. Doug Pitcock (Yam).
600 S/STK: 1. Bryan Kovarick (Suz); 2. Jeremy Toye (Suz); 3. Larry Pasquale (Hon); 4. Robbie Yampolsky (Yam); 5. Sam Carnibucci (Hon).
750 S/STK: 1. Rob Fletcher (Suz); 2. Bryce Gross (Suz); 3. Daniel Equihua (Suz); 4. John Pearson (Suz); 5. Ruben Morales (Suz).
OPEN S/STK: 1. Paul Mumford (Yam); 2. Stephen Hewitt (Yam); 3. Naoto Muroki (Yam); 4. Clinton Whitehouse (Yam); 5. Mark Chadwick (Suz).
550 S/BK: 1. Shawn Cash (Yam); 2. Balz Renggli (Apr); 3. Doug Pitcock (Yam); 4. James Hiller (Kaw); 5. Marte Cooksey (Yam).
650 S/BK: 1. Bryan Kovarick (Suz); 2. Jeremy Toye (Suz), 3. Chuck Graves (Yam); 4. Robert Cole (Hon); 5. Sam Carnibucci (Hon).
750 S/BK: 1. Brian Long (Suz); 2. Bryce Gross (Suz); 3. John Hilton (Hon); 4. Richard Headley (Duc); 5. Jerry Mendzer (Yam).
OPEN S/BK: 1. Chuck Graves (Yam); 2. Dean Vincent (Yam); 3. Frank Aragaki (Kaw); 4. Paul Mumford (Yam); 5. Stephen Hewitt (Hon).
500 MOD PROD: 1. Joe Hammond (Yam); 2. Marte Cooksey (Yam); 3. James Hillier (Kaw); 4. William Erwin (Yam); 5. Sam Flores (Yam).
600 MOD PROD: 1. Bryan Kovarick (Suz); 2. Jeremy Toye (Suz); 3. Robbie Yampolsky (Yam); 4. Larry Pasquale (Hon); 5. Sam Carnibucci (Hon).
750 MOD PROD: 1. Bryce Gross (Suz); 2. Daniel Equihua (Suz); 3. John Pearson (Suz); 4. Wade Lewark (Suz); 5. Ronald Burnette (Suz).
OPEN MOD PROD: 1. Paul Mumford (Yam); 2. Jeremy Horn (Tri); 3. Stephen Hewitt (Hon); 4. Cesar Meza (Hon); 5. Tyler Paulson (Kaw).
BOTT L/W: 1. Simon Forder (Kaw); 2. James Hiller (Kaw); 3. Jerry Jirkovsky (Kaw); 4. Jose Estrella (Suz); 5. Chad Jensen (Suz).
BOTT M/W: 1. Brian Rochlitzer (Hon); 2. Scott Fisher (Hon); 3. Stephen Lilliott (Hon); 4. Roger Sgarbossa (Hon); 5. Scott Spears (Hon).
BOTT H/W: 1. Larry Schnur (Duc); 2. Brian Long (Suz); 3. David Perez (Duc); 4. Balz Renggli (Duc); 5. Richard Headley (Duc).
500 SGL: 1. Carlin Dunne (Hon); 2. Danny Farnsworth (Hon); 3. Steven Allen (Hon); 4. Paul Nielsen (Hon); 5. Larry Cochran (Hon).
660 SGL: 1. Craig Beecher (Yam); 2. Pat Cody (MZ).
F-SGL: 1. Larry Schnur (Duc); 2. Trevor Dunne (Gil); 3. Carlin Dunne (Hon); 4. Danny Farnsworth (Hon); 5. Steven Allen (Hon).
L/W VINT: 1. James Dobson (Yam); 2. Craig Beecher (Yam); 3. Anthony Morrison (Yam); 4. Danny Farnsworth (Hon); 5. Steven Allen (Hon).
H/W VINT: 1. Paul Reynen (Yam); 2. Larry Cochran (Hon); 3. Craig Beecher (Yam); 4. Brad Gitchell (Suz); 5. Danny Farnsworth (Hon).
SOLO GTU: 1. Ken Chase (Suz); 2. Larry Pasquale (Hon); 3. Robert Cole (Hon); 4. Stuart Stratton (Suz); 5. Kevin Carter (Hon).
SOLO GTO: 1. Stephen Hewitt (Hon); 2. Tyler Paulson (Kaw); 3. Jason Catching (Kaw); 4. Brian Long (Suz); 5. Bryce Gross (Suz).
500 NOV: 1. Tony Meiring (Hon); 2. Steve Ottinger (Hon); 3. Jim Stewart (Yam); 4. Shawn Martin (Yam); 5. Jay Dillera (Yam).
501-650 NOV: 1. Lance Chubbic (Hon); 2. Robert Eaton (Hon); 3. Chris Addis (Suz); 4. A.J. Zakarian (Hon); 5. Roger Lan (Hon).
OPEN NOV: 1. Tou Lee (Suz); 2. John Chen (Suz); 3. Don Hart (Suz); 4. Donny Hart Jr. (Suz); 5. Bryan Ochoa (Hon).

Sidecars shred Road America

By Gary Green

ELKHART LAKE, WI, JUNE 12-14

The scenic Wisconsin countryside around the Road America venue was the site of round two of the North American National Sidecar Series and it was Billy Gallros and Pete Essaff taking the overall win.

The SRA was a Promoter's Option event run in conjunction with the Coca-Cola Super Cycle Classic round of the AMA Superbike National. The sidecar race - with 21 teams on hand - was the last scheduled race of the day and, as in 1997, a very large number of spectators remained to watch one of the most exciting and close races of the year.

At the drop of the green flag, the teams were off for the seven-lap race. There was plenty of excitement as the Beyor/Creuger machine, their exhaust wrap smoking, stalled on the line and held their breath as the field streamed by them on either side. The field moved away en masse, everyone battling for precious positions as they headed into the first turn.

Battles soon emerged throughout the entire field as the pack circulated in a tight group. The Billy Gallros/Pete Essaff Grand Prix rig sliced its way through the field, charging from a seventh-row grid position into fourth place.

As the laps counted down, the team of Gallros and Essaff moved forward and began a race-long battle for the lead with the Dillman/Stagliano team, with the Gallros/Essaff outfit winning out. The race for third between the Murray/Belletto team and the J. Dailey/A. Dailey team was very tight, with the former managing to draft by the latter to take the final podium spot by just inches at the line.

The fight was on for fifth between the Hogg/M. Dailey and Riolo/Laak teams, with the rig of Hogg/M. Dailey getting the nod. Leading the short bikes over the line was the VanOrsdale/Thomas team in 10th, beating both the Kull/Brown and Knoll/Schneider teams.

Results

O/A: 1. Gallros/Essaff; 2. Dillman/Eddy; 3. Murray/Belletto; 4. J. Dailey/A. Dailey; 5. Hogg/M. Dailey.

Winsett whips 'em at Trail-Way Short Track

By Len and Ben Breech

HANOVER, PA, JUNE 27

Rick Winsett came back from a brief medically induced layoff to once again capture wins in two classes - the 600cc Pro and Sportsman - as Trail-Way Speedway finally managed to get a race in after a weather-induced rain-out two weeks earlier.

After battling Winsett in the 600cc Pro final, Don Mullen left the track with a very hard-fought win in the 250cc A division, and Phil Libhart took the 750cc A final.

After falling on the opening lap of the 250cc A final, Jake Johnson came back to win the 600cc A final, while Jim Hollister once again topped the Over 30 race. Tim Russell rode to victory in the Over 40 class, and Dave Smith aced the 500cc Two-Valve competition.

Several riders continued their class domination in the Mini classes. Evan Baer easily took the 50cc Oil-Injected main and the 50cc (4-6) race, while John Lewis continued to roll in the 65cc main. For the first time in a while, Chris Kline-felter worked hard for his win in the125cc B class.

Jeff Haldeman traded the 50cc (7-8) lead several times with Brandon Robinson before taking the win in that class, while Evan Baer's brother Shawn took the 85cc-class win.

In other class action, Jared Mees topped Joey Tyeryar for the 250cc B win, with Tyeryar winning the 600cc B race.

In the Pro final, Don Mullen led a tightly bunched quartet of riders - also including Winsett, Roy Miller and Phil Libhart - down the back straight, with Libhart settling into third at the end of the opening lap.

Up front, Mullen was looking for a major upset as he held off Winsett's constant pressure for more than three laps. Winsett slipped under him as they came off the second turn on the fourth lap. Mullen then battled with Libhart for second, holding him off for most of the race until Libhart made an outside pass down the back straight on the final lap for second place.

Mullen led another tight back at the start of the 250cc A final; this time, Bob Sweeten and Jim Haas trailed. Mullen and Sweeten pulled a few lengths in front of Haas in their heated battle for the lead. Rich Mellinger moved up to pressure Haas for third during the middle laps, finally taking the spot on the seventh lap. This time, youthful enthusiasm won over experience, as Mullen took a two-bike-length win.

In the Over 30 final, Jim Hollister, wearing a Superman jersey, grabbed a large lead over Bill Bromley, Sweeten and Ivan Carl. Hollister pulled several lengths in front of the Bromley/Sweeten fight for second. Several times Bromley and Sweeten were side by side, with Sweeten unable to complete the pass. He finally got the drive on the seventh lap to clear Bromley and then cut into Hollister's lead, but there were not enough laps left for Sweeten to seriously challenge Hollister.

Nathan Davis surprised many after grabbing the 600cc A lead over Hollister, Sweeten and Jake Johnson. On the second lap, however, Sweeten and Johnson broke free of the others as Davis slipped to fourth. With little traffic in front, Johnson, who is very fast, took the lead from Sweeten at the end of the third go-around, with Davis taking third on the fourth lap. On the sixth lap, Johnson almost threw it away as he bobbled his Deptford Honda-sponsored Rotax in the second turn, but Sweeten was too close and had to check up, letting Johnson keep the lead to the end.

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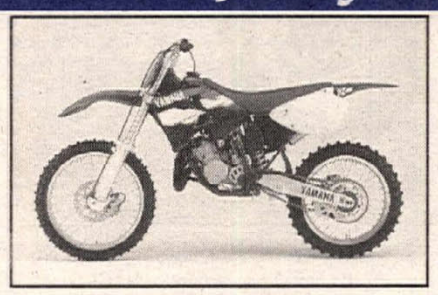
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NO SPECTATOR TARPS OR CANOPIES ALLOWED AS THEY OBSTRUCT THE VIEWING AREA. NO ALCOHOL ALLOWED! WE WILL HAVE BEER CONCESSIONS.

Results

50 OIL-INJ: 1. Evan Baer (Yam); 2. Brett Pugh (Yam); 3. Bobby Weir (Yam); 4. R.J. Hart (Yam); 5. Michael Diffenderffer (Yam).

50 (4-6): 1. Evan Baer (Act), 2. Bryan DeMuro (Act); 3. Andrew Smith (Act); 4. Corey March (Act); 5. Brett Pugh (Lem).

50 (7-8): 1. Jeff Haldeman (Lem); 2. Brandon Robinson (Act).

65: 1. John Lewis (Kaw); 2. Brandon Robinson (Kaw); 3. Jeff Haldeman (Hon).

85: 1. Shawn Baer (Yam); 2. Zach Calcutt (Hon); 3. John Lewis (Yam); 4. Travis Sennett (Yam).

125 SCHBY: 1. Bryan Douglas (Hon); 2. Robbie Reynolds (Hon).

125 B: 1. Chris Klinefelter (Hon); 2. Jared Mees (Hon); 3. Bryan Douglas (Hon); 4. Brandon Green (Yam); 5. Ray Lied (Hon).

250 A: 1. Don Mullen (Hon); 2. Bob Sweeten (Hon); 3. Rich Mellinger (Yam); 4. Jim Haas (Kaw); 5. Joe Zydinsky (Hon).

250 B: 1. Jared Mees (Hon); 2. Joey Tyeryar (Kaw); 3. Ray Lied (Yam); 4. Scott Slade (Hon); 5. Bruce Miller (Hon).

500 2-VALVE: 1. Dave Smith (Yam); 2. Larry Hoffman (Yam); 3. Barry High (Yam); 4. Nick Taylor (Yam).

600 A: 1. Jake Johnson (Rtx); 2. Bob Sweeten (Rtx); 3. Nathan Davis (Rtx); 4. Jim Hollister (Rtx); 5. Dallas Baer (Rtx).

600 B: 1. Joey Tyeryar (Rtx); 2. David Smith (Kaw).

600 PRO: 1. Rick Winsett (Rtx); 2. Phil Libhart (Rtx); 3. Don Mullen (Rtx); 4. Roy Miller (Rtx); 5. Ivan Carl (Hon).

750 A: 1. Phil Libhart (Tri); 2. Nick Taylor (Yam); 3. Roy Miller (H-D); 4. Ed Hyde (Tri); 5. Guy Stuart (H-D).

30+: 1. Jim Hollister (Rtx); 2. Bob Sweeten (KTM); 3. Bill Bromley (Rtx); 4. Ivan Carl (Hon); 5. David Smith (Kaw).

40+: 1. Tim Russell (Hon); 2. Bruce Miller (Hon); 3. Dave Higgins (KTM); 4. John Stackus (Kaw); 5. Gilford Smith (H-D).

SPTSMN: 1. Rick Winsett (Rtx); 2. Phil Libhart (Rtx).

Lindsey triples Aonia Pass Motocross

By Gary Crider

WASHINGTON, GA, JUNE 27

Aaron Lindsey swept to triple class wins in round five of the Sunoco Fuels AMA Trans-MX Series, held at Aonia Pass MX. BSY/Axo/Pro Circuit-backed Lindsey won the 125cc Schoolboy, 125cc B and Unlimited Amateur classes, while Honda of Troy's Matt Walker won both of the A divisions over Matt Shue.

The Schoolboy contest saw Lindsey run away with both moto wins while Chris Addington claimed runner-up honors aboard his PJ1/Thor/Motions-backed Suzuki.

Lindsey won both 125cc B motos while Gordon Waggoner kept the pressure on from second spot both times out. Addington, meanwhile, finished third. In the Unlimited Amateur class, Kevin Robison was the runner-up behind Lindsey, who tallied a perfect 1-1 moto score.

Robison returned in the fiercely contested 125cc C division, where he squared off with series point leader Dwayne Brown. Capitol Cycle-backed Brown took control of the lead early in the first moto while Suzuki/Yamaha of Dalton's Robison moved past Justin Holliday and Kyle Odom to finish a close second.

At the start of moto two, Brown suffered a brief spill as Robison grabbed the lead. Brown charged through traffic and, on the final lap, dropped Holliday to third. Brown was unable to catch Robison, however, and had to settle for a second-place finish in the moto and second overall behind Robison. Holliday was third overall and Odom didn't start the final moto.

Each of the top five finishers in the 250cc C class was a contender for top honors. Bill Darley and Robert Slaton came away from the brawl with a moto win apiece, but it was Darley's 1-4 tally that earned the class win. In the second moto, Slaton clung to the lead and held off Don Davis in a close finish. Slaton's efforts netted him the runner-up silver as his 5-1 score edged Davis' 4-2 tally. Slaton returned in the Over 35 division and finished second overall.

Greg Lassiter ran away with both moto wins in the Over 35 class, and Glenn Bates did likewise in the Over 25 division. Lassiter and Bates then matched wheels in the Over 30 contest, in which they took turns at the lead in a close contest. The hard-charging Bates prevailed, winning both motos over Lassiter. Bobby Smith, riding his first MX in more than 10 years, turned in a strong performance to net third overall.

Results

VINT: 1. Darron Masters (Hon).

50 OIL-INJ: 1. Clay Hunnicutt (Yam); 2. Kevin Smith (Yam).

50 (4-6): 1. Ethan Quehl (Yam).

50 (7-8): 1. Grant Ransdell (Lem).

60: 1. Brent Carden (Kaw); 2. Harris Altman (KTM); 3. Thomas Blackstock (Kaw); 4. Kyle Perry (KTM); 5. Brad James (Kaw).

80 YTH (9-12): 1. Andrew Matusek (Suz); 2. Billy Green (Yam); 3. Lance Flowers (Suz); 4. Terry Jones (Yam); 5. Charles Flowers (Hon).

80 D: 1. Jordan Meredith (Kaw); 2. Tim Myers (Hon); 3. Alan Hawkins (Hon); 4. Keith Murphy (Hon); 5. Justin Duncan (Kaw).

JR MINI: 1. Andrew Matusek (Suz); 2. Brent Carden (Kaw); 3. Lance Flowers (Suz); 4. Alan Hawkins (Hon); 5. Ben Jones (Hon).

SR MINI: 1. D.C. Thomason (Kaw); 2. Matt Howard (Hon); 3. James Mackey (Yam); 4. Terry Jones (Yam); 5. David Rickman (Yam).

S/MINI 100: 1. D.C. Thomason (Kaw); 2. Matt Howard (Hon); 3. Noah Harper (Hon); 4. Matt Hayes (Kaw); 5. David Rickman (Yam).

125 SCHBY: 1. Aaron Lindsey (Yam); 2. Chris Addington (Suz); 3. Brooks James (Yam); 4. Jase Cummins (Kaw); 5. Lyles Sanders (Kaw).

125 A: 1. Matt Walker (Hon); 2. Matt Shue (Suz); 3. Josh Whitmire (Yam); 4. Donny Banks (Yam).

Glenn Bates (5) flew past Greg Lassiter (251) to win the Over 30 class at the Aonia Pass MX in Washington, Georgia.

125 B: 1. Aaron Lindsey (Yam); 2. Gordon Waggoner (Kaw); 3. Chris Addington (Suz); 4. Keith Graham (Suz); 5. Chris Gibson (Yam).

125 C: 1. Kevin Robison (Suz); 2. Dwayne Brown (Yam); 3. Justin Holliday (Hon); 4. Patrick Abernathy (Kaw); 5. Josh Haymes (Suz).

125 D: 1. Andy Pence (Yam); 2. Mitchell Davis (Hon); 3. Chris Hall (Kaw); 4. Mike Wilson (Hon); 5. Mark Riehl (Suz).

250 A: 1. Matt Walker (Hon); 2. Matt Shue (Suz); 3. Josh Whitmire (Yam); 4. Tommy Boyd (Hon); 5. Donny Banks (Yam).

250 B: 1. Gordon Waggoner (Kaw); 2. Mark Palmisano (Kaw).

250 C: 1. Bill Darley (Kaw); 2. Robert Slaton (Kaw); 3. Donald Davis (Kaw); 4. Bryan Wormley (Hon); 5. Perry Bell (Hon).

250 D: 1. Ron Arthurs (Suz); 2. Ron Twilley (Hon); 3. Roy Perry (Kaw); 4. Jason Wilbanks (Yam); 5. Tim James (Hon).

U/L AM: 1. Aaron Lindsey (Yam); 2. Kevin Robison (Suz); 3. Keith Graham (Suz); 4. Robert Brown (Hon); 5. Josh Haymes (Suz).

25+: 1. Glenn Bates (Kaw); 2. Mark Palmisano (Kaw); 3. Andrew Gajewski (Kaw); 4. Jose Hevia (Kaw).

30+: 1. Glenn Bates (Kaw); 2. Greg Lassiter (Kaw); 3. Bobby Smith (Hon); 4. Robby Bargstedt (Yam); 5. Jose Hevia (Kaw).

35+: 1. Greg Lassiter (Kaw); 2. Robert Slaton (Kaw); 3. Dale Deaton (Hon); 4. Manfred Zochling (Suz); 5. Bill Armstrong (Kaw).

40+: 1. Steven Twombly (Yam); 2. Dale Deaton (Hon); 3. Kipp Brulé (Kaw); 4. Ron Twilley (Hon); 5. Randy Tomlinson (Yam).

SPECIAL OPEN PRO: 1. B.J. Sosebee (Hon).

SPECIAL OPEN AM: 1. Duncan Crittenden (Yam); 2. Micah Ross (Hon); 3. Chuck Denard (Hon); 4. Mike Goralski (Suz); 5. William Cantrell (Hon).

Consistency pays for Knauss at GFI Motocross

By Greg Robertson

MORENO VALLEY, CA, JUNE 13

Starwest Supercross Park played host for round two of the GFI at Night motocross series, in which Cody Knauss used consistent 3-2 rides to walk away the 125cc Novice-class overall winner.

Sean O'Connor was untouchable in the opening round as he dominated the other 19 125cc Novices in a wire-to-wire romp on his John Burr Cycles/IMS/Pro Circuit-backed YZ125. Rod Hamby and Knauss gated second and third, respectively, and would hold their positions until the finish. David Sullins passed John Stice at the halfway point for fourth.

Stice grabbed the second-moto lead, ahead of Knauss and Vito Tarantino, while first-moto winner O'Connor was buried back in 13th place. Stice kept Knauss at bay the entire distance for the second-moto win, but Knauss' runner-up finish was all he needed to go home the big winner on the night. Stice's second-moto win gave him second overall. Third went to O'Connor, who fought his way up to seventh before running out of time.

Tyson Taylor held off fellow Honda rider Dustin Ryley for the 125cc Intermediate first-moto win. Levi Reid came across for third, ahead of Joshua West and Jeremiah Moore.

Ryley absconded with the holeshot in the second moto, with Chris Sprenkel, Reid and Taylor in tow. Sprenkel and Taylor ended up on the ground and at the back of the pack as Ryley held off Reid to collect the overall win on his 2-1 rides. Second overall went to Reid, with West picking up the third-place trophy. Moore (5-4) and Taylor (1-8) rounded out the top five.

AC Racing-backed Danny Gonzalez had a good night, winning three out of four motos entered for the 50cc (7-8) Stock and Open classes on his Cobra.

Jake Hulett picked up the first 50cc Open moto win over Nic Paluzzi and Gonzalez. Hulett was a no-show for the second moto, and Paluzzi went down and could only muster an 11th-place finish, while Gonzalez led every lap to sew up the overall.

Gonzalez dominated the first Stock-class moto over Blake Harber and Jake Canada. Gonzalez got around fast starter Richard Sterling early in the second race to sweep the class. Harber went 2-3 for second overall.

Results

50 F/T (4-6): 1. Ryan Mangold (Yam); 2. Ryan Shorrow (Yam); 3. Nick Romero (Yam); 4. Carissa Burgess (Yam); 5. Zakariah Chase (Yam).

50 F/T (7-8): 1. Christopher Valdez (Hon); 2. Jonathan Horgan (KTM); 3. Kevin Bussey (Yam); 4. Bryce Elkelberger (Lem); 5. Paulina Bova (Yam).

50 STK BEG (4-6): 1. Xavier Stokes-Arrey (KTM); 2. Justin Jetters (KTM); 3. Kieffer Silva (KTM); 4. Jake Mendenhall (KTM); 5. Paul Sibol (KTM).

50 STK BEG (7-8): 1. Cody Tothof (KTM); 2. Ryan Warmath (Yam); 3. Marcus Carrillo (Lem).

50 STK (4-6): 1. Nic Paluzzi (Cob); 2. Brett Downey (Cob); 3. Alan Jiron (Cob); 4. Bryce Stewart (KTM).

50 STK (7-8): 1. Danny Gonzalez (Cob); 2. Blake Harber (Cob); 3. Richard Sterling (KTM); 4. Johnny Jelderda (KTM); 5. Chris Bradshaw (KTM).

50 MOD BEG (4-6): 1. John Jelderda (KTM).

50 MOD BEG (7-8): 1. Parker Eckman (Cob); 2. Ray Obermeyer.

50 OPEN: 1. Danny Gonzalez (Cob); 2. Johnny Jelderda (KTM); 3. Parker Eckman (Cob); 4. Chris Bradshaw (KTM); 5. Alan Jiron (Cob).

60 F/T: 1. Adrian Fuller (Kaw); 2. Jake Gibson (Kaw).

60 BEG: 1. Casey Huntley (Kaw); 2. Shawn Hayes (Kaw); 3. Phillip Aube (Kaw); 4. Bradley Baquial (Kaw); 5. Michael Raines (Kaw).

60 NOV: 1. Brad Gorg (Kaw); 2. Justin Mulford (Kaw); 3. Travis Christensen (Kaw); 4. Jonathan Arana (Kaw); 5. Charles Pearson (Kaw).

60 INT: 1. Brandon Hiner (Kaw).

60 OPEN: 1. Robert Memoli (Kaw).

80 F/T: 1. Taylor Moe (Hon); 2. Bridgette Carrillo (Yam); 3. Ian McCafferty (Kaw).

80 BEG: 1. Anthony Charette (Yam); 2. Jeremy Roberts (Yam); 3. Jeff Vaughn (Yam); 4. Gregory Bacon (Hon); 5. Scott Buttrell (Yam).

80 NOV: 1. Derek Costella (Kaw); 2. Chris McDaniel (Hon); 3. Nicholas Hensley (Yam); 4. Robert Memoli (Hon); 5. Kevin Payne (Yam).

80 INT: 1. Eric Meyer (Yam); 2. Nick Alvarez (Hon); 3. Micky Griffin (Yam); 4. Zac Wray (Kaw); 5. Tyler Duncan (Yam).

S/MINI: 1. Erik Meyer (Yam); 2. Chris McDaniel (Hon); 3. Micky Griffin (Yam); 4. Brandon Staddon (Yam); 5. Michael Parker (Hon).

125 BEG D-1: 1. Bobby Bloddworth (Hon); 2. David Kelley (Kaw); 3. Kevin Reed (Kaw); 4. Kris Bowers (Hon); 5. Israel Ochoa (Suz).

125 BEG D-2: 1. Scott Magdaleno (Yam); 2. Mitch Labonati (Kaw); 3. Russell Delapp (Yam); 4. Gary Motshagen (Yam); 5. Brett Neeley (Hon).

125 NOV: 1. Cody Knauss (Suz); 2. Josh Stice (Hon); 3. Sean O'Connor (Yam); 4. Brett Hayal (Yam); 5. Derric Swinfard (Kaw).

125 INT: 1. Dustin Ryley (Hon); 2. Levi Reid (Yam); 3. Joshua West (Yam); 4. Jeremiah Moore (Hon); 5. Tyson Taylor (Hon).

250 BEG: 1. Shane Good (Yam); 2. Tody Thiel (Hon); 3. Garret Mathews (Hon); 4. Mike Martinez (Yam); 5. Mike Ryer (Suz).

250 NOV: 1. Kevin Gahan (Yam); 2. Jimmy Robinson (Kaw); 3. Derric Swinfard (Kaw); 4. Jason Myhren (Suz); 5. Kyle Baird (Yam).

250 INT: 1. Bomber Hernandez (Yam); 2. Chris Barrett (Suz); 3. Bret Milan (Yam).

PRO: 1. Josh Tarantino (Yam); 2. Shinichi Kaga (Hon); 3. Jason Dubin (Suz); 4. Jimmy Bateson (Kaw).

25+ BEG: 1. Alex Zapata (Yam); 2. Bryan Layton (Yam); 3. Dennis Manzo (Suz); 4. Jerry Monroe (Hon); 5. Rogo LaFontaine (Kaw).

25+ NOV: 1. W. David Troost (Yam); 2. Beau Gasinski (Yam); 3. Sam Trout (Kaw); 4. Gary Westbury (Yam); 5. Tom Costella (Suz).

25+ INT: 1. Randy Danylo (Yam); 2. Revelle Harrison (KTM); 3. Kelly Pichel (Kaw); 4. Craig McCall (Kaw); 5. Robbie James (Yam).

30+ BEG: 1. Jon Rufe (Suz); 2. Mike Boyd (Hon); 3. John Lombard (Hon); 4. Wayne Brewster (Kaw); 5. Rick Smith (Kaw).

30+ NOV: 1. Robert Briggs (Kaw); 2. Mike LaDieu (Hon); 3. Gary Thompson (Yam); 4. C.T. Falk (Yam); 5. Glenn Daunch (Hon).

30+ INT: 1. Jerry Hensley (Yam); 2. Randy Danylo (Yam); 3. Craig McCall (Kaw).

40+ NOV: 1. Tony Schuler (Yam); 2. Daniel Smith (Hon); 3. Tim Williams (Kaw).

Maassberg masters Vegas MX

By Dick Goodwin

LAS VEGAS, NV, JUNE 20

Red Carpet's Carl Maassberg brought his Honda out to the Las Vegas Motor Speedway on Saturday night and proceeded to lay an old-fashioned whippin' on the 125cc Novice class. The Henderson hotshoe used his Barry Hill Suspension-tuned machine to good advantage, winning both motos with ease.

Moto one saw Sean Kinshella leading fellow Novices Jason O'Connor and Maassberg around the track. Maassberg had his red machine on full song, however, and worked his way into the lead by lap three. Kinshella held down second as Jason Derschan brought his Kawasaki up to challenge O'Connor for the number-three spot.

As Maassberg and Kinshella blasted across the finish line to wrap up the first two slots, O'Connor and Derschan battled back and forth throughout the last lap for "show" honors. Finally, Derschan emerged the victor for third place in a close contest.

Derschan used his momentum from the first race to snap up the holeshot in race two. Maassberg was right behind him and flashed past before the first lap was over. A hot battle for second soon developed behind leader Maassberg among Derschan, Dave Munoz, O'Connor and Brian Lopez. Munoz soon crashed and Lopez also ran into trouble, giving Derschan some breathing room - and also allowing Kinshella to take over third.

Meanwhile, Maassberg romped on home to another big win and the overall victory in the 125cc Novice class. Derschan's solid second place earned him second overall. Kinshella grabbed third overall, with RPM's Lopez taking fourth.

The Pee Wee full-track fast guys were also in action on Saturday night, and Bunkerville, Nevada's Cobra rider Travis Leavitt decided to come on down and show the locals how it's done. Leavitt wasted no time, as he leaned into the first turn with the lead. Motorcycle Central's Ronnie Goodwin, racing a Lem for the first time, was just a tick behind, as was Nicholas Renzi, mounted on a wild-looking all-green Lem. Reclamation Limited's Cory Sibley, representing the KTM faction, quickly fought his way into third place.

The top three took off like a runaway train, blasting away from the rest of the pack. For a couple of laps the three leaders were nose to tail, until Goodwin went down in a back corner. That's all Leavitt needed and he rode to the win, with Sibley a solid second. Goodwin recovered for third.

Race two was an instant replay, with the L and M-sponsored Leavitt leading Goodwin, Sibley and Renzi onto the course. Goodwin made the pass for the lead, only to drop it a few turns later and hand it back to Leavitt. Goodwin picked it up and charged back up into the lead, only to lose it once more after the canyon. Leavitt took full advantage and motored on to the easy win and the overall Pee Wee 7- to 8-year-old crown. Sibley raced a fast and steady pace and wrapped up second place (and first 4- to 6-year-old Pee Wee). Goodwin captured third in the race and second overall in the 7- to 8-year-old class, with Renzi and Iovino finishing third and fourth overall.

Results

P/W (4-6) B: 1. Dylan Pool (Yam); 2. Zachary Fussell (KTM); 3. Casey Mello (Lem); 4. Rikki Mittwede (Lem); 5. Joshua Byington (Lem).

P/W (7-8) B: 1. Daniel Chapman (Lem); 2. Tanner Krahenbuhl (KTM); 3. Jesse Krumme (KTM); 4. Thomas Godfrey (Lem); 5. Kayliana Brown (Act).

P/W (4-6) A: 1. Cory Sibley (KTM).

P/W (7-8) A: 1. Travis Leavitt (Cob); 2. Ronnie Goodwin (Lem); 3. Kyle Lewis (Act); 4. Andrew Iovino (KTM); 5. Nicholas Renzi (Lem).

60 BEG (6-8): 1. Ronnie Goodwin (Kaw); 2. Ryan Underbrink (Kaw); 3. Ronnie Stephens (Kaw); 4. Kyle Lewis (Kaw); 5. Andrew Iovino (Kaw).

60 BEG (9-11): 1. Justin Hunt (Kaw); 2. Patrick Provencher (Kaw); 3. Cory B. Ayers (Kaw); 4. Corey Beadler (Kaw); 5. Jesse Patrick (Kaw).

60 JR (6-8): 1. Sean Thompson (Kaw); 2. Tony Caputo (Kaw).

60 JR (9-11): 1. Ryan Brown (Kaw); 2. Wesley Harris (Kaw); 3. Anthony Hart (Kaw); 4. Jeremy Asquith (Kaw).

80 BEG (6-11): 1. Luke Fyffe (Hon); 2. Garrett Morgan (Suz); 3. Todd Holtz (Yam); 4. Chris Meshkoff (Kaw); 5. Frankie Iovino (Kaw).

80 BEG (12-16): 1. John Stafford (Kaw); 2. Zack Grobstein (Hon); 3. Jeff Page (Kaw); 4. Patrick Snyder (Suz); 5. Sean Shirley (Yam).

80 NOV (6-11): 1. Ryan Brown (Suz); 2. Wesley Harris (Yam); 3. Chris Renzi (Hon); 4. Kyle Chamberlain (Hon); 5. Tony Caputo (Yam).

80 NOV (12-16): 1. Scott Theobald (Yam); 2. Tony Westbay (Kaw); 3. Michael Downey (Hon); 4. Jason Lopez (Kaw).

80 OPEN: 1. Scott Theobald (Yam); 2. Jason Lopez (Kaw); 3. Zack Grobstein (Hon); 4. Casey Tobias (Yam).

S/MINI: 1. Joey Page (Kaw); 2. Kenny Brumley (Kaw); 3. Kyle Kirscher (Hon).

125 BEG: 1. Joe Sheffield (Yam); 2. Brian Pillsbury (Suz); 3. Alex Slocum (Hon).

125 NOV: 1. Carl Maassberg (Hon); 2. Jason Derschan (Kaw); 3. Sean Kinshella (Suz).

125 INT: 1. Mark Hermann (Kaw); 2. Derrick Polson (Hon).

125 PRO: 1. Monte Montague (Yam).

250 NOV: 1. Charley Rennie (Kaw); 2. Ronnie Kischer (KTM); 3. Marvin Gleason (Hon).

250 INT: 1. Jeremy Welch (Hon); 2. Glen Weidman (Suz); 3. Jeremy Dula (Hon).

250 PRO: 1. Monte Montague (Yam); 2. Brock Krahenbuhl (Kaw).

MSTR 25+ BEG: 1. Butch Williams (Kaw); 2. Bart Hohler (Kaw); 3. Thomas Yagle (Hon).

MSTR 25+ NOV: 1. Charley Rennie (Kaw); 2. Brad Hannig (Yam); 3. Greg Stephens (Hon).

MSTR 25+ INT: 1. Richard Saxton (Kaw); 2. John Edwards (Suz); 3. Matt Hermann (Kaw).

MSTR 25+ EX: 1. Derek Titus (Hon); 2. Todd Gould (Suz).

Price twice at Castle Rock TT

By Clay Light

CASTLE ROCK, WA, JULY 3

Eli Price, riding a Wood Rotax, made a statement at the Castle Rock Clubgrounds' AMA District 27 TT with his win in the Expert main event - his second of the young TT season - in the first race of a two-event weekend. He sent out serious signals that he's not ready to give J.P. Simonsen the class crown just yet.

While current GNC standout Dan Stanley held the honor of "King of Castle Rock" for years, this season has come down to a two-rider domination between Price and Simonsen (the latter was not present on this particular night). Tonight, Price silenced the critics by motoring to a win in the 20-lap Expert main event aboard the Ron and Carol Kell/MVP-backed Rotax, picking up the victory over hard-riding Eric Rickman and David Anderson.

Rotax-mounted Tony Fox outrode the competition in the 12-rider, 12-lap 600cc Pro-Sport main event to post his first win of the season in the class. Bob Moran, who started off the evening with a row-three grid after leaving the line prematurely at the start, charged through traffic at a stellar pace to catch up with the lead pack. However, while all of the battling was taking place, Fox quietly crept away with a tidy lead - one he wouldn't relinquish.

Behind Fox was a war that included George Prindiville, Moran, Frank Marker and Matt Schweitzer, although both Schweitzer and Prindiville would fall backward through the ranks. Prindiville, who ended up fourth, had a good view of the Marker/Moran swapfest - a battle that went to Marker, who made the event the hard way: by winning the semifinal.

Brenton Schnitzer, son of AMA National Expert Del Schnitzer, has going fast in his blood. Tonight was much the same as it has been the entire season for Schnitzer, as he posted his latest win. Oregon's Chris Celorie, though, kept Schnitzer honest for several laps, finishing second ahead of Tyler Anderson.

Mark Studebaker Jr. started off a successful weekend for his family by picking up a pair of 80cc wins. Riding a CR-based machine, Studebaker netted 80cc Beginner and 80cc A main wins, beating Suzuki rider Cory Simpson in the more-experienced class - the "A" main. Mark Studebaker Sr. finalized the family sweep with a win in the Over 40 A main, ahead of Ward McKee and district champion Vince Holt.

Results

P/W: 1. Frankie Boncz; 2. Danny Brown.

50 MOD: 1. Evan Ahronson; 2. Jacob Lehmann; 3. Kourtnie Baker.

60 DTX: 1. Eric Brown.

50 SR: 1. Tanner Anderson.

50 JR: 1. Evan Ahronson; 2. J.D. Beach; 3. Jacob Lehmann.

60 A: 1. Brenton Schnitzer (Kaw); 2. Chris Celorie (Kaw); 3. Tyler Anderson (Kaw).

80 A: 1. Mark Studebaker Jr. (Hon); 2. Cory Simpson (Suz).

125 A: 1. Chris Meade (Yam); 2. Tim Ricketts (Hon); 3, Jason Rosie (Hon).

600 PRO/SPT: 1. Tony Fox (Rtx); 2. Frank Marker (Hon); 3. Bob Moran (Yam); 4. George Prindiville (Hon).

OPEN A: 1. Brian Walls (Hon); 2. John Sperry (Rtx); 3. Ricky Warmbo (Rtx).

PROGRAM SCHEDULE

DATE	TIME	PROGRAM	NETWORK
Sun. 7/19	2pm est.	AMA Superbike - Mid-Ohio	SPEEDVISION
Sun. 7/19	4pm est.	FIM GP125 - Assen	SPEEDVISION
Sun. 7/19	6pm local.	AMA 600 #7 -Mid-Ohio	FOX SPORTS NET
Sun. 7/19	9pm est.	FIM GP500 - Germany	SPEEDVISION
Tue. 7/21	8pm est.	AMA Formula Extreme - Mid-Ohio	SPEEDVISION
Tue. 7/21	10pm est.	World Superbike - Brazil	SPEEDVISION

*Check your local listing for air time on your regional sports network

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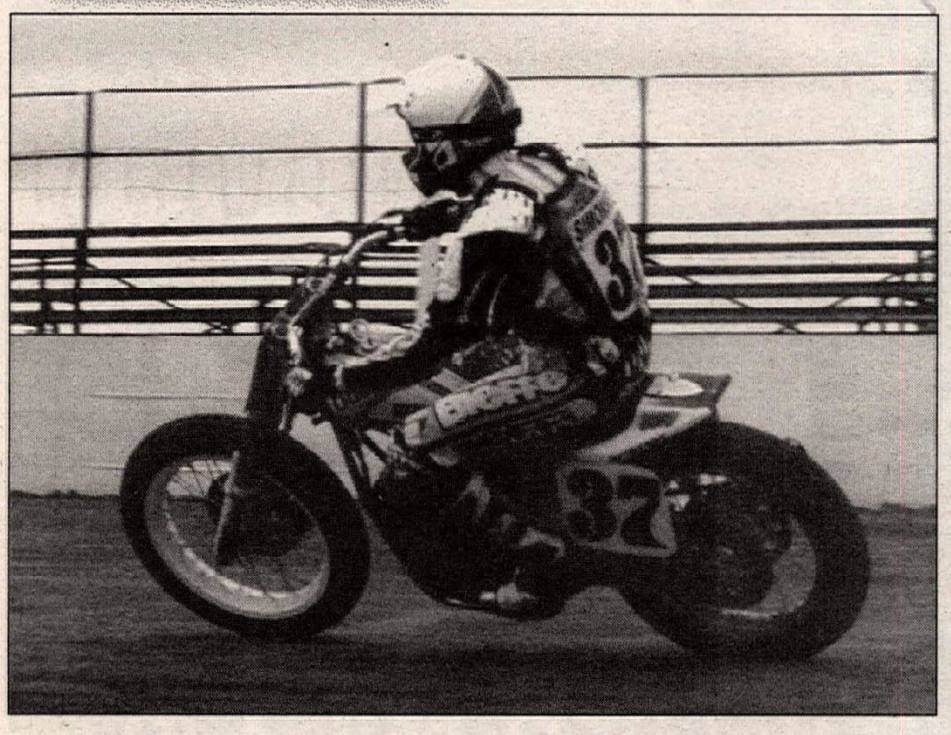

J.P. Simonsen won the Expert main event at the Castle Rock Clubgrounds in Castle Rock, Washington.

OPEN TW: 1. Gary Beach (Tri); 2. Dick Slusher (Nor).

30+ A: 1. John Sperry (Rtx); 2. Ron Evans (Rtx); 3.Dan Kirk (Yam).

40+ A: 1. Mark Studebaker Sr. (Hon); 2. Ward McKee (KTM); 3. Vince Holt (Rtx).

EX: 1. Eli Price (W-R); 2. Eric Rickman (W-R); 3. David Anderson (Rtx).

Simonsen rolls on at The Rock

By Clay Light

CASTLE ROCK, WA, JULY 4

Castle Rock's own J.P. Simonsen is quickly establishing himself as the Expert-class elite, as the hometown hero posted another win in the Expert main event, providing most of the fireworks at the AMA District 27 TT held at the Castle Rock Clubgrounds - the second race of a doubleheader weekend.

Simonsen's winning ways started off with his heat-race win over the rider who would give him fits all night - Eric Rickman. Simonsen used the outside pole position on the front row to trail Rickman for many laps before the BBRP/CVSG/Budweiser-backed Simonsen overtook the up-and-coming Rickman to net what would be his third win of the season, coming in Eli Price's absence.

National number 39, Del Schnitzer, ran third behind his fellow AMA veterans, but ahead of a surprisingly fast David Anderson. However, Schnitzer aggravated his injured ankle and dropped out, moving Anderson to third. Up front, it was Simonsen grabbing the lead for keeps midway through the 20-lapper to pick up win number three and further his hopes for an Expert-class title. Behind Anderson were Ron Waters and second-year Experts Joshua Currey and Beau Brown.

For the second night in a row, a multitude of 600cc Pro-Sport riders were in attendance. Bob Moran and Pete Medcalf won the first two heat races, but neither would get the jump on the field that George Prindiville and Tony Fox did at the unleashing. Moran clawed his way into contention after overcoming a midpack start, first overtaking Fox (who was the previous night's winner) and then finally Prindiville to open up a big lead.

A crash brought the race to a premature halt just when Moran looked as though he had a win in the bag. On the single-file restart, Moran was faced with looming advances from Fox, though Moran would eventually stretch out a decent-sized lead.

He took the win - his second win of the season here - followed by Fox, who held off Prindiville for second. Frank Marker, Aaron Weston, Bob Rosie and Medcalf rounded out the top positions.

One of the evening's brightest performances came from Troy Renfro, a 16-year-old from Prospect, Oregon. Renfro, riding the ex-Jeff Harsha GNC Rotax, won his heat race and came back to battle off Jimmy Ragsdale for the entire 10-lap finale. The lead seesawed back and forth until Renfro took it for keeps, earning his first-ever Open A main-event win over Ragsdale and fellow heat-race winner Ricky Warmbo. Following the trio were Ray DeFord, Brian Walls and district class champion Eric Beers, who was back from an injury-induced layoff.

Pro Sport rider Jeff Rister totally obliterated the 250cc A main event, beating former AMA National Amateur Champion Scooter Vernon in a shootout. Beers finished third, followed by Jason Rosie and Phil Scott.

Results

P/W: 1. Frankie Boncz; 2. Danny Brown.

50 SR: 1. Tanner Anderson.

50 JR: 1. Evan Ahronson; 2. James Beach; 3. Jacob Lehman.

60 A: 1. Brenton Schnitzer (Kaw); 2. Chris Celorie (Kaw); 3. Tyler Anderson (Kaw).

80 BEG: 1. Joshua Baker (Hon); 2. Harold Lusk (Suz).

80 A: 1. Mark Studebaker (Hon).

80 DTX: 1. Harold Lusk (Suz); 2. Joshua Baker (Hon).

125 A: 1. Chris Meade (Yam); 2. Tim Ricketts (Hon); 3. Jason Rosie (Hon).

250 A: 1. Jeff Rister (Yam); 2. Scooter Vernon (ATK); 3. Eric Beers (Hon).

OPEN A: 1. Troy Renfro (Rtx); 2. Jimmy Ragsdale (Rtx); 3. Ricky Warmbo (Rtx).

30+: 1. Bob Rosie (Rtx); 2. Dan Kirk (Yam); 3. Ron Evans (Rtx).

40+ A: 1. Mark Studebaker (Hon); 2. Ward McKee (KTM); 3. Vince Holt (Rtx).

OPEN TW: 1. Broc Dunseth (Tri); 2. Dennis Pinheiro (Yam); 3. Gary Beach (Tri).

VINT SGL: 1. Allen Morinville (Hon).

600 PRO SPT: 1. Bob Moran (Yam); 2. Tony Fox (Rtx); 3. George Prindiville (Hon); 4. Frank Marker (Hon); 5. Aaron Weston (Hon).

EX: 1. John Paul Simonsen (Rtx); 2. Eric Rickman (W-R); 3. David Anderson (Rtx); 4. Ron Waters (W-R); 5. Joshua Currey (KTM).

Tilley tops in Fourth of July Motocross

By Rocky Hash

SAN BERNARDINO, CA, JULY 4

Creating some fireworks of his own, Mark Tilley rode his TM 125 to victory in the combined Pro race at REM's Glen Helen MX, besting the likes of Motocross Action's Willy Musgrave and Team Green's off-road/desert specialists Paul Krause and Dave Ondas.

At the start of moto one, it was Musgrave grabbing the holeshot, executing a nice square-off move in the first turn to cut under Krause for the lead. By the end of the first lap, Musgrave was still leading the charge, with Krause and Ondas in tow. Tilley had fallen early but had remounted quickly and was already up to the fourth position. As the moto wore on, Musgrave looked comfortable out front, riding fast and smooth. Tilley, meanwhile, was left to do battle with the big-bore Kawasakis of Ondas and Krause. He dispatched Ondas quickly and was right on Krause's fender when Krause handed him the position by crashing in the same section of the track that had claimed Tilley earlier in the moto. Tilley was now free to set sail for Musgrave and the lead. Out front, Musgrave started to come into lapped traffic, and Tilley was able to use this to his advantage, cutting Musgrave's lead from 15 seconds to about five bike lengths.

Just as the white flag came out, the duo cleared the traffic and Musgrave was able to maintain his advantage to the wire. At the end of moto one it was Musgrave with the win, followed by Tilley, with Ondas claiming third.

Moto two saw Krause put his big Kawasaki into the lead at the start. Tilley secured his TM into the second position, which was no small feat considering he was riding a 125 against a bunch of 250s and more than a few Open bikes. Musgrave had gated poorly after arriving to the staging area only seconds before the start of the race.

As they came around at the end of lap one, it was Krause in control, with Tilley second and Ondas in third. Tilley made his move early and went around Krause on the back section of the course during lap two, then immediately opened a five-second lead.

At the halfway signal, Musgrave had worked through the pack and was now pressuring Ondas for third. After finding his way around Ondas, Musgrave went after Krause, but this Team Green rider would prove to be no easy mark. Musgrave seemed to get frustrated after being unable to pass Krause, despite riding all over the track using "creative" lines, and often being able to pull alongside the big 500 Kawasaki - only to be beaten to the next corner.

At one point in the battle, Musgrave had to ride a small section of the course one-handed after being struck on the hand by a rock thrown from Krause's rear wheel. Finally, Musgrave was able to banzai by Krause on the downhill roller coaster to move into second. By this time, Tilley - who had been riding his "little" 125 like the lead cat on a dog team - enjoyed a 10-second lead. Although Musgrave rode hard, he was unable to slice into Tilley's lead. At the checkers it was Tilley with the win, with Musgrave second and Krause third. On the day, the overall went to Tilley by virtue of his 2-1 score. Musgrave's 1-2 were good for second and Ondas' 3-4 finishes earned him the third position.

Results

PRO: 1. Mark Tilley (TM); 2. Willy Musgrave (Yam); 3. Dave Ondas (Kaw).

VET INT: 1. Greg Carter (Mai); 2. Ron Lawson (Yam); 3. Dennis Gallagher (Yam).

VET JR: 1. Steve Weidler (Hon); 2. Jeff Fay (Kaw); 3. Kevin Duncan (Hon).

VET BEG: 1. Mike Machuga (Hon); 2. Matt Burroughs (Hon); 3. Mike Pfaffrath (KTM).

BMBR A: 1. Rick Doughty (Mai); 2. Rich Smith (Mai); 3. Greg Carter (Mai).

BMBR B: 1. Rich Yelkin (Hus); 2. Troy Smith (Hon).

125 JR: 1. Brian Stoner (KTM); 2. Bonnie Warch (Yam); 3. Phillip Alamangos (Suz).

80 JR: 1. Chris Thorp (Suz); 2. Rebecca Kukla (Kaw).

40+ MSTR: 1. Mark Brooks (Suz); 2. Alan Olson (Hon); 3. David Fisher (Kaw).

40+ EX: 1. Dan Stoner (KTM); 2. Ted Kukla (Yam); 3. Gary Scott (Yam).

50+ MSTR: 1. Dennis Middleton (Hon); 2. Jody Weisel (Kaw); 3. George Spearing (Kaw).

40+ INT: 1. Phil Beckman (Suz); 2. Mark Hall (Yam); 3. Bob Barnett (Kaw).

40+ JR: 1. Mike Machuga (Hon); 2. Jeffrey Arzouman (Yam); 3. Ruben Alvarado (Kaw).

50+ INT: 1. Gabe Gutierrez (Yam); 2. Ken Beach (Yam); 3. Bruce Cornell (Yam).

50+ JR: 1. Malcolm McCassy (Hon); 2. John Fridlund (Hon); 3. Pete Gaspaud (Suz).

70+ JR: 1. John Webb (Hon); 2. Asker Larnkjaer (Suz).

Lipovsky bags Bear Track Run

By Kern Burden

TROUT LAKE, MI, JUNE 21

David Lipovsky II of Harrison, Michigan, took the overall win at the second annual Bear Track Run. Lipovsky blasted his KTM through the dense forest surrounding Trout Lake to grab the victory with a score of 13. Second place went to hare scrambles wizard Blair Bersano, who raged to a score of 15 aboard his Kawasaki. Third went to Ron Scharphorn, who carded a 16 on his KTM. Brian Lohman and his KTM edged Scott Basset and his Honda by four seconds to take fourth place, with both riders carding a 20.

Perennial race-day favorite and defending District 14 series champion Scott Luca stayed home with a broken collarbone.

The UP Jackpine Savages M/C, the promoters of the event, chose to use the infinitely varying terrain and unending forests of Michigan's Eastern Upper Peninsula for the race, and they didn't waste any time putting that variety of terrain to good use, as the first section of the race sent the riders into some tight, twisty, gnarly and rock-infested trails that would take the most points from the racers this day. Lipovsky, however, blitzed this section with a seven. Bersano and Scharphorn both came through with eights, with Lohman and Bassett both dropping nine.

This section would take 20 points from many B and C riders, some of whom had already put themselves in "survival" mode. A 6-mile reset at the 11.3-mile mark put the fast boys back on time and left the B and C riders still scrambling to make up time as the whole field headed for the first gas stop.

A 4-mile reset after the gas stop put most racers back on time, and those who were not quite caught up yet used the open trails and two-track roads of the beginning of this section to make it up. After getting checked back into the woods, the riders were greeted with some sandy, loamy single-track trails for which Michigan is famous.

Lipovsky was once again fastest through there, only dropping two points. Scharphorn was next quickest with a four, while Bersano and Bassett carded fives. Lohman fell another point off the pace with a six. This section ended at the second gas with Lipovsky holding a three-point lead over Scharphorn. Bersano was four in back of the leader, with Bassett five and Lohman six behind, respectively.

After the second gas, the riders were treated to a reversal of the first section as they completed the loop. Here the heat and humidity of the day began to catch up with the mere mortals while the A riders continued to blaze through the woods as if on fire.

There were two checks in this section. One was about at the halfway point, while the other was to signal the end of the race. Bersano came through here with the fastest time. He zeroed the first one and only dropped two at the final. Scharphorn also zeroed check five but fell off the pace to a four at the last check. Neither effort was good enough to catch Lipovsky, who ran a "safe" section - carding a one and a three on the checks to hold on for the overall win. Lohman caught Bassett at the last check to sneak past into fourth.

The District 14 Enduro Series has now had a different winner for each of the three races held to date, leaving the chase for the season title wide open as the series heads west for the next round in Marquette.

Results

GRAND CHAMPION: David Lipovsky II (KTM).

A H-PT: Rob Howery (KTM).

B H-PT: Duane Lemoine (KTM).

C H-PT: Richard Laughlin (Hon).

AA: 1. Blair Bersano (Kaw); 2. Ron Scharphorn (KTM); 3. Brian Lohman (KTM); 4. Scott Bassett (Hon); 5. Todd Weaver (KTM).

A 200: 1. Chris Gallt (Kaw); 2. Brian Southworth (KTM); 3. Stephen Combs (KTM); 4. Leonard Austin (Kaw); 5. Jeff Hunt (Kaw).

A 250: 1. Robert Cook Jr. (KTM); 2. Steve Vollmar (Suz); 3. Tom Jonckheere (KTM); 4. Scott Barclay (Hon); 5. Mark Becker (Yam).

A OPEN: 1. Russell Norman (KTM); 2. Kirk Toily (KTM); 3. Douglas Layman (Hon); 4. Neil Scharphorn (KTM).

A 4-STRK: 1. Dave Hutchinson (Hon); 2. Justin Conyers (Hon); 3. Dan Hoeksema (Hbg).

A VET: 1. John Love (Hon); 2. Charles Miller (KTM); 3. Leo Schwab (KTM); 4. Deno Skolas (Hon); 5. Stennis Prochnow (KTM).

A SR: 1. Bill Holoweski (KTM); 2. Mike Martin (KTM); 3. Richard Kalm (KTM); 4. Terry Franke (Yam); 5. Terry Wilton (KTM).

B 200: 1. Brian Light (Yam); 2. Kern Burden (Kaw); 3. Steve Gruber (KTM).

B 250: 1. Bryan Kryzanowicz (Suz); 2. Randy O'Dell (KTM); 3. Jason Roerig (KTM); 4. Brian Bukovich (Suz); 5. Chris Gruse (Suz).

B OPEN: 1. Rick Flees (KTM).

B 4-STRK: 1. J.R. Gines (Yam); 2. Robert Evans (Hon); 3. Warren Hills (Yam).

B SR: 1. Jerry Pekel (KTM); 2. Gordon Bukowski (Yam); 3. James Payne (KTM).

S/SR: 1. Cornelius Scharphorn (KTM); 2. John Bombyk (KTM); 3. Charles Woods (Yam); 4. Carl Scharphorn (KTM); 5. Per Lillemoen (Suz).

MSTR: 1. Ron Sape (KTM); 2. Edward Densmore (KTM); 3. Joseph Kenty (KTM); 4. Ted Del Solar (Pen).

WMN: 1. Laurie Puckett (Hon); 2. Delia Goetz (Suz); 3. Stephanie Jordon (Hon).

C SR: 1. Kenneth Graham (KTM); 2. Kevin Kolbus (ATK); 3. Matthew Elwes (KTM); 4. Duane Pleva (Hon); 5. Gordon Robare (Hon).

C JR: 1. Nicholas Travis (Hon); 2. James Gehringer (Hon); 3. Carlos Alvarado (Kaw); 4. Dustin Puckett (Hon); 5. Richard Bellis (KTM).

Corder in order at Washougal Motocross

By Pat Dougherty

WASHOUGAL, WA, JULY 5

Longview, Washington's Mike Corder rode his Kawasakis to victories in both the 125cc B and 250cc B classes on a beautifully prepared Washougal National race track. But the impressive thing about Corder's riding was that he was running faster lap times than Herb's Cycle Town's "Tough" Tony Graves, who was busy during the same moto winning the 125cc A class on his Yamaha. Corder dissected every aspect of the track, finding places to leave the throttle on longer.

Cottage Grove, Oregon's Graves grabbed the holeshot in every moto in which he took part and continued his recent string of victories. His "bone stock" Yamaha YZ400 led all the Pro 250s around the first turn, and only a brief charge from Terry's Cycle Center's Mike Hamness kept him from leading all his races.

Other impressive performances included Dan's Top-Notch Sheet Metal-sponsored Dan Ruede, who topped all the 125cc Juniors on his Yamaha; and James Miller from Beaverton, Oregon, who did likewise on his Honda XR400. Miller plowed his way toward the front of the Open class ahead of Aloha's Ken Palfenier, who was riding a newer Yamaha YZ400. It was an interesting battle because of Palfenier's noticeable advantage in several portions of the track where the Yamaha would pull on the XR - like up the Horsepower Hill and tripling into the Hillsboro Honda Hoops. But you won't find a more tenacious rider on an XR than Miller, and through his

efforts he collected the overall - not only in that class, but in the Veteran C class as well. Rumors have it that he's moving to the B class.

Brandon Layton on his Yamaha was a cut above in the 80cc class as he was not only the fastest 80cc rider but also won the first moto overall despite starting from the second gate. Also worth noting was the fact that Joey Mancuso and Layton were the first and only 80cc riders to triple into the Hillsboro Honda Hoops.

Results

S/MINI: 1. Brandon Layton (Yam); 2. Joey Mancuso (Hon); 3. Keith Kadell (Hon); 4. Tyler Fick (Kaw); 5. Marc Miller-Jones (Hon).

50 (4-6): 1. Gared Steinke (Lem); 2. Ben Baldasano (Lem).

50 (4-6) OIL-INJ: 1. Dustin Phillips (Yam); 2. Mark Miltenberger (Yam); 3. Nikki Buyas (Yam); 4. Desperado Chamness (Yam).

50 (7-8): 1. Lance Phillips (Lem); 2. Kyle Hammontree (KTM); 3. Corey Hampton (Hon); 4. Brandon Harris (KTM); 5. Jeffrey Winn (KTM).

60 (7-8): 1. Joshua Hill (Kaw); 2. Daniel Levy (Kaw); 3. Lance Phillips (Kaw); 4. Jeffrey Miller (Kaw); 5. Tim Capps (Kaw).

60 (9-11): 1. Justin Keeney (Kaw); 2. Shawn Haberlock (Kaw); 3. Bryar Perry (Kaw); 4. Sean Fitzgerald (Kaw); 5. Jake Ponce (KTM).

80 (7-11): 1. Brandon Layton (Yam); 2. Kenny Webster (Yam); 3. Ross Johnson (Kaw); 4. Justin Keeney (Kaw); 5. Todd Nelson (Kaw).

80 (12-13): 1. Joey Mancuso (Hon); 2. David Rose (Kaw); 3. Michael Alarcon (Kaw); 4. Kenneth Shelton (Yam); 5. Tyler Fick (Kaw).

80 (14-15): 1. Keith Kadell (Hon); 2. Marc Miller-Jones (Hon); 3. Ryan Abrigo (Kaw); 4. Brandon Sinden (Hon); 5. Lars Trulson Jr. (Yam).

80 D: 1. Mark Bunker (Yam); 2. Kevin Meyer (Hon); 3. Kenneth Hammontree (Yam); 4. Chris Leiby (Yam); 5. William Haagenson (Hon).

125 A: 1. Tony Graves (Yam); 2. Derek Mahoney (Yam); 3. Travis Gage (Suz); 4. Justin Homan (Suz); 5. Eric Waunch (Yam).

125 B: 1. Mike Corder (Kaw); 2. Michael Storm (Kaw); 3. Tracy Johnson (Yam); 4. Ty Lacey (Suz); 5. Ryan Sweet (Yam).

125 C: 1. Daniel Reude (Yam); 2. Keith Ford (Kaw); 3. Ryan Metzler (Suz); 4. Todd Blanchard (Kaw); 5. Jeff Clutts (Yam).

125 D: 1. Emery Christianson (Yam); 2. Sean Sparkman (Yam); 3. Jason Lytle (Hon); 4. Kyle Falls (Hon); 5. Robby McCabe (Kaw).

250 A: 1. Tony Graves (Yam); 2. Terry Hamness (Yam); 3. Jim Anderson (Suz); 4. Paul Winn (Hon); 5. Travis Gage (Suz).

250 B: 1. Mike Corder (Kaw); 2. Michael Storm (Kaw); 3. Monte Hill (Kaw); 4. Ross Friesen (Hon); 5. Gary Terlecki (Kaw).

250 C: 1. Ryan Metzler (Suz); 2. Curtis Allen (Hon); 3. Dale Ivie (Suz); 4. David Schmid (Suz); 5. William Selley (Kaw).

250 D: 1. Emery Christianson (Yam); 2. Nick Wilson (Yam); 3. Jake Sherer (Hon); 4. Jason George (Suz); 5. Jim Herb (Suz).

25+ A/B: 1. Terry Hamness (Yam); 2. Justin Homan (Suz); 3. Matthew Bateman (Suz); 4. Todd Hinders (Kaw); 5. John Sabo (KTM).

25+ C: 1. Eric Ahlstrom (Suz); 2. Todd MacNaughton (Kaw); 3. James Ochs (Suz); 4. Greg Brooks (Yam); 5. Dan Hansen (Yam).

30+ A: 1. Jim Anderson (Suz); 2. Jere Meeker (Kaw); 3. Scott Sherrell (Hon); 4. Jay Jackson (Yam); 5. Brent Battin (Yam).

30+ B: 1. Todd Hinders (Suz); 2. Mark Winn (Kaw); 3. Ross Friesen (Hon); 4. Patrick Dougherty (Suz); 5. Douglas Mundell (Yam).

30+ C: 1. James Miller (Hon); 2. Bill Kent (Hon); 3. Ellis Tull (Hon); 4. Pete Stevens (Hon); 5. Judson Wildman (Hon).

40+ A: 1. Rick Bault (Kaw); 2. Tom Rowland (Kaw); 3. Greg Rodgers (Hon); 4. Mark Ennis (Hon); 5. Jerry Ebert Jr. (Kaw).

40+ B: 1. Allen Stafford (Suz); 2. David Overacker (Yam); 3. Terry Brooks (Yam); 4. David Ekerson (Hon); 5. Jerry Miller (Kaw).

40+ C: 1. Dennis McAtee (Hon); 2. Brian Bertsch (Hon); 3. Jeffrey Kissinger (KTM); 4. Bill Dougherty (Hon); 5. Terry Christianson (Kaw).

BTH: 1. Ty Lacey (Suz); 2. Gary Terlecki (Kaw); 3. Garhett Carter (Yam); 4. Chad Gilbert (Hon); 5. Jody Deitz (Kaw).

WMN 12+: 1. Nicolette Harris (Hon); 2. Traci Fleming (Yam); 3. Shelley Higman (Hon); 4. Joni Bisceglia (Suz); 5. Mary Aderton (Kaw).

OPEN B/C: 1. James Miller (Hon); 2. Ken Palfenier (Yam); 3. Troy Ding (Hon).

OPEN D: 1. Jeffrey Kissinger (KTM); 2. Jeff Biron (Yam); 3. John Lutzenwiser (Hon); 4. Andrew McKay (Suz); 5. Mike Hanson (Yam).

Herrera tops Buttonwillow TT exhibition

By Elliott Iverson

BUTTONWILLOW, CA, JULY 5

The NASB group allowed Buttonwillow's Super TT riders to put on an exhibition race partway through NASB's Sunday road race program, utilizing the east section of the raceway and incorporating about three-quarters of a mile of dirt through the infield for a race reminiscent of ABC's "Superbikers" program. Machines ranged from standard dual sport and motocross bikes - with a change of tires - to dirt track/TT racers, to full-on European-style Supermotard motorcycles. But when it came to the fastest motorcycle, it was the Rotax-powered machine ridden by A.J. Herrera.

Buttonwillow Raceway is currently trying to build a base of riders to run a regular series of races featuring the hybrid bikes. Races have also been run at Willow Springs in Rosamond, California, and in Bremerton, Washington.

Riders were allowed two laps of practice to familiarize themselves with the track before gridding for the start. Sixteen riders filled four rows, and when the green flag flew, Elliot Iverson led the field on a Wood-Rotax TT machine, followed by Herrera and Mark Cernicky, both on converted dual sport/motocross bikes, and Kirk Feyerabend on a KTM Duke. Herrera, also Rotax-powered, blazed by Iverson entering the dirt and began to pull away, leaving Iverson to hold off Cernicky's XR400 and back-row charger

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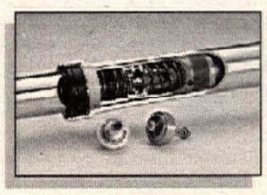

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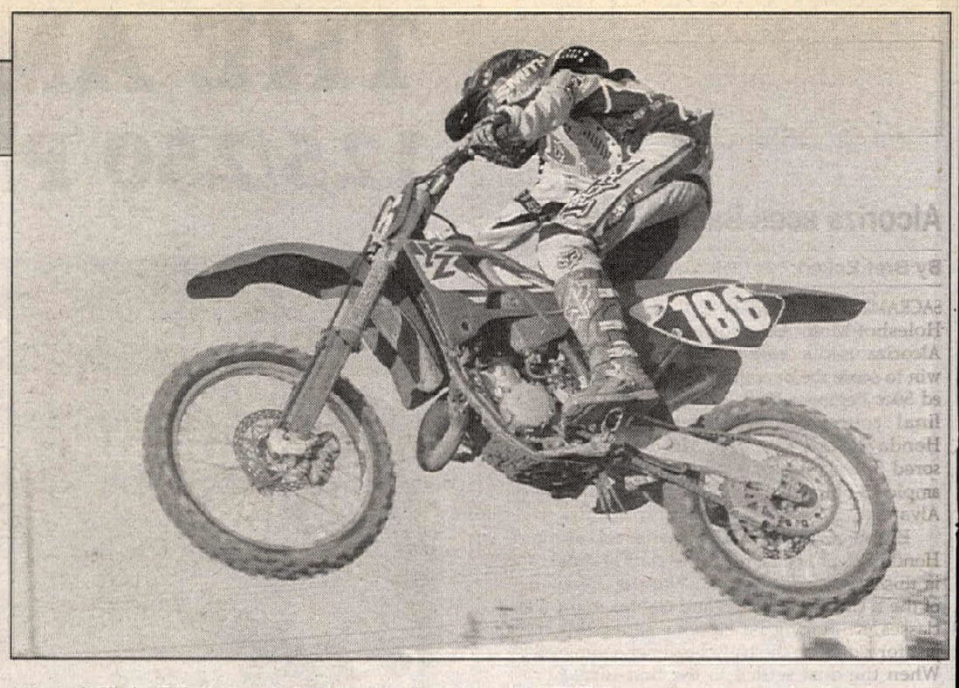

(Above) Chris Elliott won the 125cc Novice class in GFI Motocross action at the Antelope Valley Fairgrounds in Lancaster, California.
(Left) Jason Vienot (662) gets the jump on the field in 125cc A action at the Dutch Sport Park MX in Bloomingdale, Michigan.

Don Canet. Canet, on a Yamaha YZ400, and Cernicky picked up the pace, taking their battle ahead when Iverson ran off the track in one of the dirt-section right-handers, and they were soon joined by Rick Pearce on DeWayne Jones' Supermotard CR500 Honda. Pearce had horsepower over the smaller bikes, leaving long, black streaks from his grooved race slicks at the pavement entrance, and he set off after Herrera and the lead.

Jim Kesler, on a box-stock XR600, was picking off riders after a mediocre start, passing Norm Francis' ATK, David Diaz (on a new MuZ Mastiff) and Feyerabend. Jason Camp followed on a Supermotard-style XR600.

Herrera went on to win the race, followed by Pearce, Canet, Cernicky and Iverson.

Results

O/A: 1. A.J. Herrera (Rtx); 2. Rick Pearce (Hon); 3. Don Canet (Yam); 4. Mark Cernicky (Hon); 5. Elliott Iverson (W-R); 6. Jim Kesler (Hon); 7. Norm Francis (Rtx); 8. David Diaz (MuZ); 9. Kirk Feyerabend (KTM); 10. Jason Camp (Hon).

Dervin, Beeke go Dutch at MX

By Larry Witmer

BLOOMINGDALE, MI, JUNE 27-28

Mitch Dervin was in control of the 80cc Open and 80cc 12-15 classes, winning both on his Max Pitts Yamaha/JMS/Grand Motor Sports YZ at the Dutch Sport Park.

Zachary Beeke took the overall honors in three classes over the weekend. His overall wins came in the 125cc B class and in the very competitive 12- to 15-year-old 125cc Youth divisions.

Dutch Sport Park had a great weekend, with the event being called the "Classic Trailer Fest," with Classic Trailers roasting three hogs after the racing concluded Saturday.

Dervin ripped the opening holeshot in the 80cc 12-15 division, with North End Cycle Honda-mounted Aaron Williams second. Mitch Sluder was third, with Justin Wines holding down fourth.

Dervin pulled out an immediate lead over the pack, and Sluder got his Suzuki around Williams on the second lap going through the rockers against the woods line.

Shortly after taking the runner-up slot, Sluder crashed his RM going over the finish-line jump. Although he wasn't injured in the crash, Sluder didn't restart.

Dervin came home with the win, with Williams holding off the advances of Honda-mounted Matt Gow for second place.

In the second moto, Dervin had the quickest throttle and bike again, grabbing the holeshot. Williams was second, with Sluder and his bent Suzuki running third. Again, Dervin pulled his disappearing act over the field.

Williams held on to second until he tested the Dutch Sport Park clay, giving the runner-up slot to Sluder. Sluder had Gow for company throughout the moto, though he was able to hold him off at the checkers.

Dervin came home with another win.

"I felt more aggressive today, Sluder said. "I started getting further forward on the gas tank and that seemed to help my holeshots."

Zachary Beeke of Kalamazoo, Michigan, took his M&M Motor Mall/Smith Goggles/Boyesen Reeds-backed mount to the win in the 125cc 12-15 Youth division after a battle with Joey Sly, Judd Bagladi, Mitch Pilat and Chad Brackett.

"I felt good this weekend, and beating Joey Sly was great," Beeke said. "He has beat up on me all year. I like Dutch Sport Park. They keep the track in good racing condition and there are good passing areas. Last night was pretty cool, with the guys at Classic feeding us."

Results

AUTO (4-6): 1. A.J. Alleshouse (Cob); 2. Chance Dell (Act); 3. Aaron Dabicci (KTM); 4. Austin Coffel (Yam).

AUTO (4-8): 1. Jared Hays (Yam); 2. Zack Hays (Yam); 3. Matt Fozo (Yam); 4. Justin Hartzell (Yam); 5. Cameron Booth (Yam).

AUTO (7-8): 1. Brett Wagner (Cob); 2. Tom Fisher (Cob); 3. Matt Sparks (Lem); 4. Cody Davis (Cob); 5. Biarar Mercer (Cob).

65: 1. Eric Miller (Kaw); 2. Brett Wagner (Kaw); 3. Josh Radi (Kaw); 4. Adam Croley (Kaw); 5. Cody Davis (Kaw).

80 OPEN: 1. Mitch Dervin (Yam).

80 (7-11): 1. Kyle Rothgeb (Hon); 2. Eric Miller (Kaw); 3. Matt Walsworth (Suz); 4. Matt Haag (Suz); 5. Ryan Page (Kaw).

80 (12-15): 1. Mitch Dervin (Yam); 2. Matt Gow (Hon); 3. Aaron Williams (Hon); 4. Justin Wines (Suz); 5. Mitch Sluder (Suz).

80 C: 1. Troy Bloomquist (Hon); 2. Kyle Bagladi (Suz); 3. Kyle Wolff (Hon); 4. Brandon Handley (Suz); 5. Dominic Martinez (Hon).

WMN: 1. Darla Beans (Hon).

125 A: 1. Jason Vienot (Vam); 2. Richard Watson (Suz); 3. Greg Weever (Hon).

125 B: 1. Greg Andrews (Kaw); 2. Mitch Pilat (Suz); 3. Pete Sassano (Suz); 4. Wes Scott (Suz); 5. David Dell (Hon).

125 C: 1. Jacob Neumann (Yam); 2. Michael Wieland (Yam); 3. Tal Wolfe (Hon); 4. Jason Radke (Hon); 5. Mitch Sluder (Suz).

250 A: 1. Todd DeHoop (Yam); 2. Jason Vienot (Yam); 3. Richard Watson (Suz); 4. Rodd Nelson (Kaw).

250 B: 1. Russ Dombrowski (Kaw); 2. Pete Sassano (Hon); 3. Wes Scott (Suz); 4. Jon Kensington (Suz); 5. Ryan Dargie (Suz).

250 C: 1. Jacob Neumann (Yam); 2. Mike Wieland (Kaw); 3. William Swims (Yam); 4. Mike Geer (Hon); 5. Jason Berris (Yam).

125 (12-15): 1. Zachary Beeke (Yam); 2. Judd Bagladi (Kaw); 3. Joey Sly (Hon); 4. Mitch Pilat (Suz); 5. Chad Brackett (Yam).

16-24: 1. Jason Vienot (Yam); 2. Russ Dombrowski (Kaw); 3. Greg Andrews (Kaw); 4. Ryan Dargie (Suz); 5. Jon Kensington (Suz).

25+: 1. Todd Flickenger (Kaw); 2. Chad DeHoop (Yam); 3. Dan Larder (Yam); 4. Matt Schuelke (Yam); 5. Greg Weever (Hon).

30+: Todd DeHoop (Yam); 2. Larry Witmer (Suz); 3. Bobby Wagner (Suz); 4. Todd Flickenger (Kaw); 5. William O'Mara (Hon).

35+: 1. Larry Witmer (Suz); 2. Rick Walsworth (Hus); 3. Doug Fozo (Kaw); 4. Tom Stankiewicz (Yam); 5. William O'Mara (Hon).

NON-CUR: 1. Dave Redmond (Yam); 2. Konrad Johnson (Hon); 3. Paul Ransler (Hon); 4. Larry Haag (Kaw).

Elliott scores at GFI night MX

By Greg Robertson

LANCASTER, CA, JUNE 20

Round three of the GFI at Night Motocross Series, held at the Antelope Valley Fairgrounds, saw Chris Elliott fly his Yamaha to the 125cc Novice-class win.

Elliott's performance in the first moto was perfect. He nailed the holeshot aboard his Antelope Valley Kawasaki-Yamaha-backed YZ125 and led every lap. Elliott was the only rider clearing the 100-foot jump in front of the grandstands, and by doing so he earned himself a 15-second lead.

Adam Bisso, Eugene Wheeler and A.J. Stogner battled over the runner-up position early in the moto until Bisso got the upper hand and pulled away. It looked as though Bisso would finish second until Cody Knauss charged from his midpack start to pass Bisso with just a lap remaining. Josh Stice fought back from a first-turn fall to put a last-lap pass on Mike Horvath for fourth.

Sean O'Connor was quickest out of the gate in round two, with Elliott and Rod Hamby hot on his tail. O'Connor's lead lasted a lap before a bobble dropped him back to third behind Elliott and Hamby. Elliott ran out front for a lap before he too went down, dropping back to third. Hamby inherited the lead but wasn't able to hold off O'Connor, who went on to win the moto. Elliott's third-place finish behind Hamby was good enough to take the overall. The fourth-place ride of Knauss placed him second, ahead of Bisso, who turned in a 3-5 tally.

Ricky Hemme came from out of the pack to put a last-lap pass on Cory Redenius for the 80cc Novice-class first-moto win. Chris McDaniel was a close third, followed by Danny Mohr and Kevin Williams.

Once the sun went down, McDaniel returned with a vengeance to steal the holeshot in the second moto en route to leading every lap to claim the overall. Meanwhile, Redenius kept Hemme at bay the entire distance for another second-place finish. Mohr and Williams rounded out the top five once again.

Results

50 STK BEG (4-6): 1. Christopher Deeds (KTM); 2. Robert Reddell (Yam).

50 STK BEG (7-8): 1. Corey Bernantz (KTM).

50 STK (4-6): 1. Dylan Pemberton (Cob); 2. Brett Downey (Cob).

50 STK (7-8): 1. Chad Gores; 2. Blake Harber (Cob); 3. Jake Morrow (KTM).

50 MOD BEG (7-8): 1. Corey Bernantz (KTM).

60 F/T: 1. C.J. Pedrozo (Hon); 2. Richard Steele (Hon).

60 BEG: 1. Blake Harber (Kaw); 2. Michael Raines (Kaw); 3. Nicholas Sanchez (Kaw); 4. Bradley Baquial (Kaw); 5. Justin Carmody (Kaw).

60 NOV: 1. Chad Gores (Kaw); 2. Justin Mulford (Kaw); 3. Trent Pugmire (Kaw); 4. Jonathan Arana (Kaw).

80 F/T: 1. Mike Raines (Suz); 2. Bryan Pedrozo (Hon).

80 BEG: 1. Scott Buttrell (Yam); 2. Steven Forsythe (Yam); 3. Philip Bruscella (Yam); 4. Weston Peick (Suz); 5. C.J. Mahon (Yam).

80 NOV: 1. Chris McDaniel (Hon); 2. Cory Redenius (Suz); 3. Ricky Hemme (Suz); 4. Danny Mohr (Yam); 5. Kevin Williams (Yam).

80 INT: 1. Micky Griffin (Yam); 2. Chris Nihan (Suz); 3. Tyler Duncan (Yam); 4. Anthony Bruscella (Yam).

S/MINI: 1. Daryl Ecklund (Yam); 2. Micky Griffin (Yam); 3. Brandon Staddan (Yam); 4. Anthony Bruscella (Yam); 5. Chris Nihan (Suz).

125 BEG: 1. David Kelly (Kaw); 2. Charles Dana (Yam); 3. Jeremy Ray (Yam); 4. Damian Baker (Suz); 5. Brandon Pawlisa (Suz).

125 NOV: 1. Chris Elliott (Yam); 2. Cody Knauss (Suz); 3. Adam Bisso (Kaw); 4. Rod Hamby (Yam); 5. Josh Stice (Hon).

125 INT: 1. Tyson Taylor (Hon); 2. Chris Sprenkel (Yam); 3. Eric Anderson (Suz); 4. Chris Barrett (Suz); 5. Brandon Staddon (Yam).

250 BEG: 1. Mike Martinez (Yam); 2. Kenny Wright (Kaw); 3. Jarod Paulson (Yam); 5. Thomas Baker (Yam).

250 INT: 1. Bomber Hernandez (Yam); 2. Chris Barrett (Suz).

PROS: 1. Don Upton (Suz); 2. Steve Andrich (Yam); 3. Shinichi Kaga (Hon); 4. Andreu Labrador (Yam); 5. Joey Pratt (Hon).

25+ BEG: 1. Cain Smead (Yam); 2. Cecil Avery (Hon); 3. Matt Clay (Yam); 4. Greg Fisher (Yam); 5. Steve Wilson (Yam).

25+ NOV: 1. W. David Troost (Yam); 2. Ron Orner (Yam); 3. Brian MacAfee (Hon); 4. Lance Austin (Yam); 5. Charlie Anaya (Hon).

25+ INT: 1. Revelle Harrison (KTM); 2. David McCown (Yam); 3. Kelly Pichel (Kaw).

30+ BEG: 1. Thomas Baker (Yam).

30+ NOV: 1. Michael Aguinaldo (Yam); 2. Robert Briggs (Kaw); 3. Gary Thompson (Yam); 4. Scott Pierce (Kaw); 5. Anthony Rose (Yam).

40+ NOV: 1. Brad Sloan (Yam); 2. Tim Williams (Kaw).

40+ EX: 1. Bob Shimp (Yam).

Norton nabs night LACR Motocross win

By Greg Robertson

PALMDALE, CA, JUNE 27

Brandon Norton ran away with the first 125cc Beginner moto win, then backed it up with a strong third-place showing in round two to emerge the overall winner at Los Angeles County Raceway during California Racing Club's Saturday night motocross.

Corey Murphy got a good jump off the cement starting pad to lead Norton, Bryan Bernay and Brian Taggart in the first moto. By the end of lap one, Norton was all over Murphy, just looking for a place to pass, as Taggart was being pressured by Shawn Trabert. Murphy went down in the sand while leading, and by the time he got up and running, he found himself back in 14th place.

Norton inherited a six-second lead over Trabert, who had passed Taggart. Third place belonged to Charles Dana, who was steadily picking off riders from his 10th-place start. Joe Barker was up to fifth after a first-lap fall, just ahead of Steve Shea.

When the checkers fell, it was Norton all alone for the win. Trabert was a comfortable second over Dana, who looked like he was going to be challenged by Barker on the final lap until Barker bobbled in a corner and let him get away.

Norton put his CR125 at the front of the pack off the second-moto start. Barker and Taggart swapped the runner-up position during the first couple of laps until Barker settled into the position. Norton put a couple of seconds on Barker before a lack of traction in a corner saw him end up on the ground. He was quickly up and running, but not before Barker and Murphy had slipped past.

Once out front, Barker easily pulled away for the second-moto win. The battle for second went right up to the checkers, with Murphy holding off Norton by a bike length. Norton's 1-3 was just enough to top Barker's 4-1 for the overall. Dana's consistent 3-4 score edged out Trabert's 2-5 for third.

Results

P/W YAM STK: 1. Cary Stacy (Yam); 2. Charlie Lonien (Yam).

P/W YAM MOD: 1. Chance Lippie (Yam).

P/W BEG: 1. Kyle Kolb (Lem); 2. Chase Lippie (KTM); 3. Justin Eubanks (KTM); 4. Brandon Blyth (KTM); 5. Keith Robinson (KTM).

S/STK (4-6): 1. Chris Plouffe (KTM); 2. Chase Lippie (KTM); 3. Brandon Doll (Act); 4. Tommy Aquino (KTM); 5. Brandon Blyth (KTM).

S/STK (7-9): 1. Preston Lundin (KTM); 2. Tanner Langham (Lem).

MOD (7-9): 1. Bryce Terzian (KTM).

60 BEG: 1. Tanner Alexander (Kaw); 2. Bryce Terzian (KTM); 3. Ken Slater (Kaw); 4. Zachary Brown (Kaw); 5. Jake Morrow (KTM).

60 (4-8): 1. Trent Pugmire (Kaw); 2. Preston Lundin (Kaw).

60 (9-11): 1. Robert Memoli (Kaw); 2. Tye Hames (Kaw).

80 BEG: 1. Tye Hames (Suz); 2. Jason Husband (Hon); 3. Kim Cordova (Suz); 4. Brennan McGinnis (Yam).

80 (7-11): 1. Ryan Roybal (Hon); 2. Robert Memoli (Hon).

80 (12-13): 1. Kevin Williams (Yam); 2. Anthony Barbacovi (Yam); 3. Mike Epstein (Hon); 4. Richard Eubanks (Yam).

80 (14-16): 1. Adam Taki (Kaw); 2. Daniel Peters (Yam).

125 BEG: 1. Brandon Norton (Hon); 2. Joe Barker (Yam); 3. Charles Dana (Yam); 4. Shawn Trabert (Hon); 5. Corey Murphy (Hon).

125 NOV: 1. Lars Lindstrom (Hon); 2. Jared Williams (Yam); 3. Billy Dillenberger (Hon); 4. Jeremy Cruse (Yam).

125 INT: 1. Jeff Eide (Hon); 2. George LaMonte (Hon).

250 BEG: 1. Jim Stonehouse (Kaw); 2. Kenny Wright (Kaw); 3. Chris Ross (Kaw).

250 NOV: 1. Jeff Talbert (Hon); 2. Josh Mason (Kaw); 3. Gabi Abayou (Hon); 4. Chris Reed (Kaw); 5. Scott Minster (Suz).

250 INT: 1. Kristian Blomdahl (Suz); 2. Paul Gilmartin (Hon); 3. Walt Dorsch (Kaw).

250 PRO: 1. Andrew Ellis (Yam).

500 NOV: 1. Norm Schiel (Hon).

JR VET BEG: 1. Creighton Blake (Hon); 2. Jason Shearer (Yam).

JR VET NOV: 1. Chris Reed (Kaw); 2. John Murray (Yam); 3. Bob Gorman (Yam); 4. Gabi Abayou (Hon); 5. Rick Knox (Yam).

JR VET INT: 1. Justin Peltier (Yam).

VET BEG: 1. Assaf Havoinik (Yam); 2. Andy Flum (Yam).

VET NOV: 1. Jack Miller (Yam); 2. Ray Ritzler (Kaw).

VET INT: 1. Vincent Baioni (Hon); 2. Mike Licitra (Kaw); 3. Randy Wilkins (Suz); 4. Randy Gewiec (Yam); 5. Darrell Sanders (Yam).

VET PRO: 1. Frank Costanzo (Hon).

SR BEG/NOV: 1. Bob Dunham (Yam); 2. Ress Benson (Hon).

SR INT/EX: 1. Edwardo Trippo (Hon); 2. Bob Shimp (Yam); 3. Norm Schiel (Hon).

O/T NOV: 1. Raleigh Webster (Hon); 2. Bob Klatt (Kaw); 3. John Webb (Hon); 4. Asker Larnjkaer (Suz).

O/T AM: 1. Jose Rodriguez (Kaw); 2. Don Meiner (Yam); 3. Jeff Hawthorne (Suz); 4. Richard Bealer (Yam); 5. Dennis Tooman (Kaw).

O/T EX: 1. Kirk Freeman (Yam); 2. Mark Neal (KTM); 3. Larry Hipp (Hon); 4. Scott McDonall (Hon); 5. Charles Howell (Yam).

O/T MSTR A: 1. Edwardo Trippo (Hon).

O/T MSTR B: 1. Norm Schiel (Hon); 2. Bud Lewis (Hon).

Alcoriza aces Sacramento SX

By Bret Eckert

SACRAMENTO, CA, JUNE 26

Holeshot Moto Accessories-sponsored Trevor Alcoriza used a come-from-behind second-moto win to score the overall title in the hotly contested 50cc Beginner class. With this race being the final round of the five-race Carmichael Honda/Racers Pit Shop/MC Concepts-sponsored Spring Series, Alcoriza finished with an ample 13-point cushion over series rival Rowdy Alvarez.

Eighteen wild-eyed Yamaha, Suzuki and Honda riders lined up for the start of moto one in this newly added class. With the dominance of the KTM, Lem, Action and Cobras in the 50cc classes, KB Racing Promotions added this class just for riders on the truly beginner's minicycles. When the dust settled in the first turn, Corey "Pinner" Padilla of Mach I Motosports had the holeshot, with Alcoriza and Sean Benfield hot on the rear of his shaft-driven Yamaha PW as Stephen Szabo and C.J. Barham rounded out the top five.

On lap two, Benfield went down and Szabo zapped Alcoriza, taking over second on his Duane's Body & Paint/Roseville Cycle Racing Yamaha. Alcoriza put his little bike in overdrive and regained second on the third lap as Brad Vincent steadily made up for a poor start and climbed to fourth. The checkers flew for Padilla first, with Alcoriza second and Vincent grabbing third just ahead of Szabo.

Moto two saw Barham time the fall-back gate perfectly and grab the early lead. Alcoriza earned another good start in second, and Benfield and Padilla were also within striking distance of the leaders. Alcoriza didn't waste any time this moto as he piloted his Suzuki to the lead on lap two, with Padilla moving up to second. Alcoriza and Padilla carried on in that order as the action behind them got hot and serious. Benfield advanced to third on lap three, dropping Barham one position further back.

At the finish, Alcoriza held on for the win, with Padilla not far back in second. Benfield maintained third and Barham and Alvarez rounded out the top five.

The night's win and the series title went to Alcoriza, as Alvarez and Benfield claimed second and third, respectively, in the series.

In other 50cc series action, Joshua "Wild Child" Greco dominated the 4-6 Beginner class, sweeping all five rounds while his nearest competitor, Cody Lambott, earned second. Dylan Ney squeaked the 7-9 Beginner-class title by two points over Ricky Adams, while Matthew Spencer clearly was the fastest 50cc rider around, as he took the Novice crown over Jimmy Breneisen.

Results

50 PW/JR/Z: 1. Trevor Alcoriza (Suz); 2. Corey Padilla (Yam); 3. C.J. Barham (Yam); 4. Brad Vincent (Yam); 5. Sean Benfield (Yam).

50 BEG (4-6): 1. Joshua Greco (KTM); 2. Joshua McPherson (KTM); 3. Aaron Alvis (KTM); 4. Trevor Faulkner (KTM); 5. John Hayes (KTM).

50 BEG (7-9): 1. Eric Poth (Cob); 2. Dylan Ney (KTM); 3. Aaron Alvis (KTM); 4. Tyler Gowdy (Lem); 5. Richie Thomas (KTM).

50 NOV: 1. Jimmy Breneisen (Lem); 2. Stenson Womack (KTM); 3. Kramer Patterson (Lem); 4. Matthew Spencer (KTM).

60 BEG: 1. Kevin Byfield (Kaw); 2. Matt Spencer (Kaw); 3. Beau Weigand (Kaw); 4. Eric Byfield (Kaw); 5. Brad Kelley (Kaw).

60 NOV: 1. Ryan Ferris (Kaw); 2. Kyle Parino (Kaw); 3. Rocco Curci (Kaw); 4. Jared Mertens (Kaw).

80 BEG (8-12): 1. Thomas Bushey (Kaw); 2. Jacob Challburg (Kaw); 3. Tony Lavezzo (Suz); 4. Kenny Ingalls (Kaw); 5. Troy Plunkett (Hon).

80 BEG (13-16): 1. Chad Laughlin (Hon); 2. Blake Kelly (Yam); 3. Michael Carnes (Yam); 4. Danny Harris (Kaw); 5. Carson Meyer (Yam).

80 NOV: 1. Mark Hall (Suz); 2. Mike Matson (Suz); 3. Steve Mertens (Bul); 4. Charlie Morrison (Yam).

125 SCHBY BEG: 1. Casey Ahrens (Yam); 2. Matt Hall (Yam); 3. Cassidy Stafford (Suz); 4. Chris Van Meter (Yam); 5. Brian Fetrow (Kaw).

125 SCHBY NOV: 1. Kevin McGovern (Yam); 2. Lonny Fritch (Yam); 3. Bobby Meyer (Yam); 4. Kyle Marsalla (Kaw).

125 BEG: 1. Ryan Lester (Yam); 2. Casey Ahrens (Yam); 3. John Goodby (Yam); 4. Mike Yacovetti (Kaw); 5. Loren Thomas (Kaw).

125 NOV: 1. Ben Weisenberg (Yam); 2. Jeff Gruhlke (Suz); 3. Kevin McGovern (Yam); 4. Curtis Tackley (Kaw); 5. Ryan August (Yam).

250 BEG: 1. Kyle Kenworthy (Hon); 2. Bill Collins (Hon); 3. Ross Robertson (Yam); 4. Jon Keller (Yam); 5. Brad Mandarich (Suz).

250 NOV: 1. Steve Thinger (Hon); 2. Aaron Dosh (Kaw); 3. Cody Landers (Yam); 4. Dylan Kern (Kaw).

PRO-AM: 1. Mitch Merritt (Hon).

25+ BEG: 1. Marty McGovern (Yam); 2. Paul Hansen (KTM); 3. Dave Jacobs (KTM); 4. Eric David (Yam); 5. Steven Obos (Kaw).

25+ NOV: 1. Ron Hess (Yam); 2. Steve Thinger (Hon); 3. Curtis Tackley (Kaw); 4. Bob Mitchell (Hon); 5. Justin Madison (Suz).

VET BEG: 1. Bill Collins (Hon); 2. Rick Cervantes (Kaw); 3. Jon Keller (Yam); 4. Fred Letellier (Hon); 5. Kim Darwazeh (Suz).

VET NOV: 1. Bob Mitchell (Hon); 2. Cody Landers (Yam); 3. Bill Smathers (Hon).

VET INT: 1. Ken McKenzie (Kaw); 2. Dennis Redding (Kaw); 3. Don Mendenhall (Yam).

O/T BEG: 1. Mark Green (Yam); 2. Stuart Nelson (Hon); 3. Kim Darwazeh (Suz); 4. Dennis Smith (Yam); 5. Jody Turkaly (Kaw).

O/T NOV: 1. Jim Breneisen (Hon); 2. Ron Kern (Kaw).

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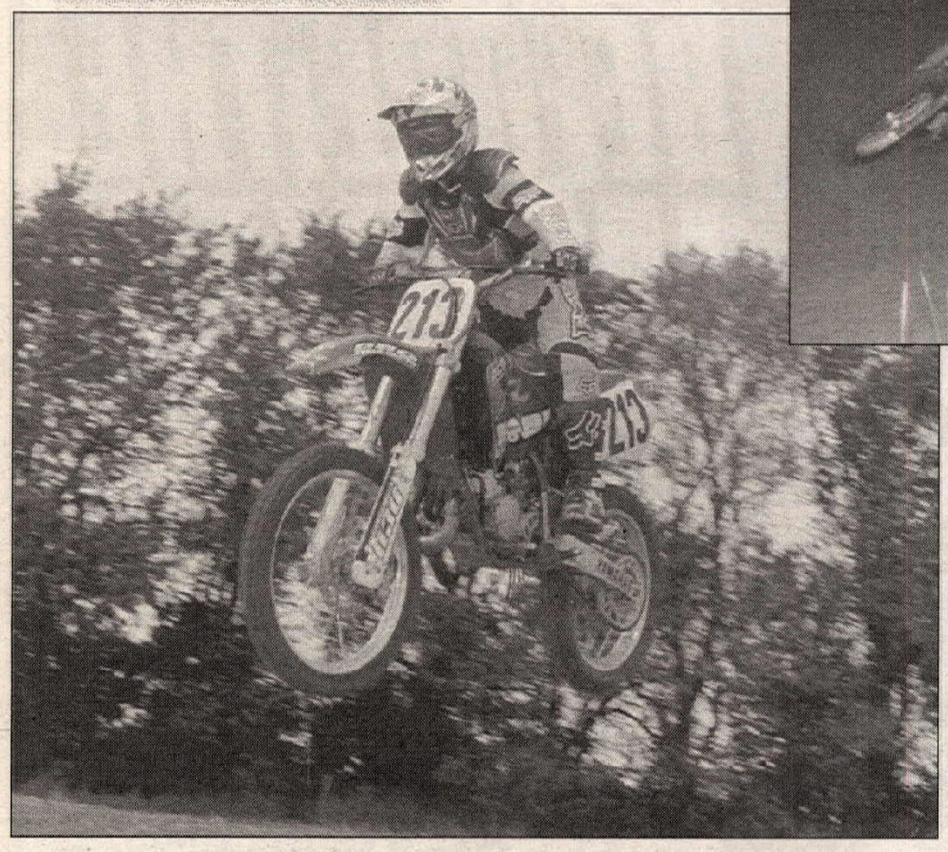

(Above) Marcus Bauer (16L) used a high line to pass Verdeen Langland (22R) and win the Open Pro class at the Cambridge Short Track in Cambridge, Minnesota.
(Left) Shawn Stuart won the Schoolboy and 125 C classes during motocross racing action in Inman, Kansas.

Webb spins one at Inman MX

By Scooter Bell
Photo by Craig Cole

INMAN, KS, JUNE 28
Todd Webb took the overall win in the 80cc Junior class at round four of the Kansas Motocross Series, held in Inman, Kansas.

In the first moto, Blake Dunn took the holeshot and the lead, with Webb, Michael Duran and Andy Williams following. On the third lap, Webb made the move to pass Dunn and took over the lead. Duran pushed Dunn for second going into the final lap, with Williams doing battle for fourth with Trevor Smith. The checkered flag came out for Webb, and Dunn managed to hold off Duran for second. Ditto for Williams, who was able to hold off Smith for fourth place.

In the second moto, Dunn again put his Suzuki out front, with Webb, Williams and Duran in tow. In the first few turns, Duran passed Williams for third, with Webb trying to chase down Dunn. The white flag came out and that's when Webb made the pass for the lead, holding the position to the checkered flag. Dunn ended up second, with Duran third, Williams fourth and Smith fifth.

Webb also won both motos in the 60cc class to take two class victories on the day.

In the Schoolboy class, Shawn Stuart walked away with both moto wins. Drew Byers and Steven Boesker kept Stuart in sight but couldn't close the gap enough to make a challenge. Ryan Nett, riding an 80cc bike, rode well, but he found it a difficult task to overtake the bigger bikes. Nett tallied a 4-4 moto finish to take fourth place. Boesker carded a 5-3 for third, and Byers ended up with second place via his 2-5.

Results

P/W: 1. Jamie Siever; 2. Gabe Moore; 3. Kimber Hardey; 4. Jacob Haas; 5. Austin Russell.

60: 1. Todd Webb; 2. Jamie Siever; 3. Tyler Bate; 4. Robert Spear; 5. Josh Gilman.

80 JR: 1. Todd Webb; 2. Blake Dunn; 3. Michael Duran; 4. Andy Williams; 5. Trevor Smith.

80 SR: 1. Ryan Nett; 2. J.R. Wallis; 3. Kyle Smith; 4. Jon-Paul Powell; 5. Jamie Brown.

SCHBY: 1. Shawn Stuart; 2. Drew Byers; 3. Steven Boesker; 4. Ryan Nett; 5. Derick Conner.

125 A: 1. Cory Francis; 2. Matt Smith; 3. Dennis Burnett; 4. C.J. Regier.

125 B: 1. Nick Metcalf; 2. Steve Thompson; 3. Darin Fritzson; 4. Ryan McDaniel; 5. Cy Prior.

125 C: 1. Shawn Stuart; 2. Josh Brychta; 3. Todd Dicke; 4. Derick Conner; 5. Andy Pauls.

250 A: 1. Jeff Hedden; 2. Cory Francis.

250 B: 1. Nick Metcalf; 2. Greg Ingals; 3. Carl Keough; 4. John Pangle.

250 C: 1. Frank Sell Jr.; 2. Dave Thiessen; 3. Brad Brungardt; 4. Todd Dicke; 5. Chris Strawn.

VET 30+: 1. Galen Burton; 2. Chris Kirk; 3. Darcy Sevart; 4. Eric Webb; 5. Greg Gilman.

VET 40+: 1. Rob Lamberts; 2. Daryl Walter; 3. Rick Bachman; 4. Marlin Hitschmann; 5. Paul Schartz.

VET 50+: 1. Michael Morland; 2. Gary Johnson; 3. Tom Hunt.

POST-VINT +5: 1. Sheldon Daniel; 2. Todd Washburn; 3. Jeremy Parks; 4. Dave Allman; 5. John Brisco.

POST-VINT +10: 1. Jason Holm; 2. Justin Anderson; 3. Tim Wingfield; 4. Glen Burton; 5. Rick Bachman.

VINT: 1. Marlin Hitschmann; 2. Milah Wenger.

OPEN WMN: 1. Dawn Shockey; 2. Jessica Spear; 3. Kimber Hardey.

OPEN OUTLAW: 1. Nick Metcalf; 2. Jeremy Edwards; 3. Greg Ingals; 4. Dan Hickey; 5. Carl Keough.

Bauer blows 'em away at Cambridge ST

By Tim McBride

CAMBRIDGE, MN, JUNE 27
Pro Sport dirt tracker Marcus Bauer scored his first-ever Open Pro main-event victory as the Dirt Track Riders Association hosted round five of the AMA/District 23 dirt track season at the Isanti County Fairgrounds. Bauer had scored podium finishes in the past, but today his come-from-behind charge definitely turned some heads - not only in the grandstands, but among his competition, as well.

Verdeen Langland selected the first spot on the starting line by virtue of his flag-to-flag Open Pro heat-race win over Eric Brouhard, Kurt Boehlke, Robert Boyd and C.J. Beving. Bauer was nudged off the groove in turn three early in the race by Brouhard, stalling his Rotax by accidentally hitting a false neutral.

In between races, Bauer made some significant changes (tires, among other things) to his mount, and the extra effort paid off. Langland (the 250cc Pro main-event winner) was out front once again after the start of the 10-lap main event, followed by Boyd, Brouhard, Boehlke, Bauer and the rest of the pack. As the top running order continued to shuffle, Bauer's race strategy began to unfold.

In turn two on the fourth lap, Bauer went to the top edge of the groove and sped around the outside of Brouhard, who was now running in third. He then reeled in Langland as they exited turn four and took command of the lead in turn one. Bauer then raced on to his first big win.

"After I got around those guys, I came back down on the groove - but it didn't work," Bauer said, "so I stayed high and rode smart. I borrowed some compressed air to fill my tire from Frank (Radloff, a Vintage Twin competitor), and he joked, 'You can use it only if you win.' There was some magic in that air. I'd especially like to thank Don Boehlke for building a nice track."

Langland remained in second place until the end of the race, finishing ahead of Brouhard, Boehlke, Boyd and Beving.

Larson's Cycle Supply's Daryl Pangerl is back on top form. Pangerl raced to a wire-to-wire win in the Over 40 final ahead of Ben Bettis, Arndt, Paul Koch and the rest of the pack. Pangerl returned for the Vintage Single class, in which he and Randy Thistle diced it out for the lead in the early going. The twosome then broke away from the field, finishing in that order. Koch finished third while tightly bunched with Cory Solnitski, Richard Waschek and Robert Becker.

More from the first-time department: Willie Broten's riding skills are beginning to gel. Reminiscent of Bauer's performance, the 15-year-old speedster used a high line to earn his first victory during the 250cc B main event. Broten and Joel Schleicher battled side by side during the opening laps, with heat winner Bitsy Kantor in hot pursuit. Broten finally took control at the halfway point and held off an aggressive Kantor, who had passed Schleicher for second on the same lap. Multi-time 125cc-race winner Troy Johnson finished fourth, with Don Bettis, Adam Henrichs and Charles Beving in tow.

Tom Ladwig piloted his 750cc Yamaha to his first victory in the Vintage Twin class, doing so in a convincing manner. Class luminary Buzz Arndt finished second, ahead of Ron Leeman, Robert Becker and Radloff. Pat Fargen won his first Stock Frame main event while heavily guarded by a steadily improving Richard Waschek.

Josh Koch turned the tables on 60cc heat-race winner Jacob Mataya and raced to the checkers in grand style. Kevin Anderson slid by his brother Jeremy on lap three to earn third-place honors, and Travis Waschek finished fifth.

Cole Fealy followed in the footsteps of his father (Open B winner Lee Fealy) by scoring the win in the Mini Junior class. Jacob Schleicher, Jory Morris, Andy Olson and Natasha Waschek rounded out the top five in the eight-rider field.

Results

MINI SR: 1. Mike Malachensen (Act); 2. Nick Mataya (Itj).

MINI JR: 1. Cole Fealy (Yam); 2. Jacob Schleicher (Yam); 3. Joey Morris (Yam); 4. Andy Olson (Yam); 5. Natasha Waschek (Yam).

60: 1. Josh Koch (Kaw); 2. Jacob Mataya (Kaw); 3. Kevin Anderson (Kaw); 4. Jeremy Anderson (Kaw); 5. Travis Waschek (Kaw).

80: 1. Shawn Burr (Kaw); 2. Troy Johnson (Kaw); 3. Josh Koch (Hon); 4. Chris Larson (Suz); 5. Travis Henrichs (Yam).

125 B: 1. Troy Johnson (Yam); 2. Willie Broten (Yam); 3. Adam Henrichs (Yam); 4. Bitsy Kantor (Yam); 5. Danielle Beving (Kaw).

250 B: 1. Willie Broten (Kaw); 2. Bitsy Kantor (Yam); 3. Joel Schleicher (Hon); 4. Troy Johnson (Yam); 5. Don Bettis (Yam).

250 PRO: 1. Verdeen Langland (Hon); 2. Kurt Boehlke (Yam); 3. C.J. Beving (Kaw).

30+: 1. Bitsy Kantor (Yam); 2. Mike Ledin (Rtx); 3. Bob Boyd (Yam); 4. Randy Thistle (Yam); 5. Tom Ladwig (Yam).

40+: 1. Daryl Pangerl (Yam); 2. Don Bettis (Yam); 3. Buzz Arndt (Rtx); 4. Paul Koch (Yam); 5. Matt Mattson (Yam).

50+: 1. Buzz Arndt (Rtx); 2. John Sutherlin (Yam); 3. Gaylord Ladwig (Yam).

STK FRM: 1. Pat Fargen (Yam); 2. Richard Waschek (Yam); 3. Bob Becker (Yam); 4. Mike Schmidt (Yam); 5. Jon Markuson (Yam).

OPEN B: 1. Lee Fealy (Yam); 2. Bob Boyd (Yam); 3. Willie Broten (Kaw); 4. Don Bettis (Yam); 5. Richard Waschek (Yam).

VINT TW: 1. Tom Ladwig (Yam); 2. Buzz Arndt (Yam); 3. Ron Leeman (Tri); 4. Bob Becker (Yam); 5. Frank Radloff (BSA).

VINT SGL: 1. Daryl Pangerl (Yam); 2. Randy Thistle (Yam); 3. Paul Koch (Yam); 4. Cory Solnitski (Yam); 5. Richard Waschek (Yam).

NOV: 1. Joel Schleicher (Hon); 2. Cory Solnitski (Yam); 3. Chris Larson (Yam); 4. Marty Doering (C-A); 5. Tom Ladwig (Yam).

OPEN PRO: 1. Marcus Bauer (Rtx); 2. Verdeen Langland (Hon); 3. Eric Brouhard (Rtx); 4. Kurt Boehlke (Yam); 5. Bob Boyd (Yam).

Leivan blitzes to Brush Busters HS win

By Frank Leivan

COLLINS, MO, JUNE 11
For the third time in a row, Team Yamaha rider Steve Leivan powered his YZ400 to the overall victory in a Missouri Hare Scrambles Championship Series race. This time it was round six, at the notoriously rough and technical Collins venue. Leivan dominated the race, finishing with a 4 1/2-minute cushion over second place.

Quick starter Chris Nesbitt laid claim to another good start and took the holeshot on his Answer/Scott-backed Yamaha to lead the first of three 18.3-mile laps. Series points leader Mike Windmann held down the runner-up spot and Chris Thiele entered the woods in third. Thiele, however, would lose the front end and go down, rejoining the race at the back of the pack. Leivan, who was slow off the line again but passed several riders with a sweet inside line in turn one, moved into third behind Nesbitt and Windmann.

A few miles into the opening lap, Leivan moved around Windmann on an alternate line across an off-camber hill. Soon after, though, Windmann chose an inside line in a tight wooded section and moved back into second. While this was going on, Nesbitt opened up a small lead. Leivan again took over second when Windmann hit a stump on the inside of a turn and went down. Leivan upped the pace and went after Nesbitt.

"The weekend before the race, there was an enduro here, and I knew that we were coming to a couple of technical hill sections, so I wanted to be close in case Chris made a bobble," Leivan said.

The first of the two sections saw Nesbitt take the longer but safer route, while Leivan opted for the tougher but quicker line. Leivan closed right up to Nesbitt's rear fender and moved ahead when the two riders did the same thing at the second section of hills

"The second hill was like moon rocks, and I went straight over the top," Leivan said. "Chris' line was much slower, and after I got ahead of him, I never really saw anyone the rest of the day."

Leivan's lead at the conclusion of the first lap measured 16 seconds over Nesbitt, who in turn led Windmann by only seven seconds. Thiele had moved into fourth after a miserable first lap and trailed Leivan by more than 2 1/2 minutes.

As Leivan continued to hammer away at the front of the pack, Windmann moved around Nesbitt, who was beginning to suffer from a rear mousse that was rapidly deteriorating. Before the end of the lap, Thiele would also move ahead of the early leader. Nesbitt would hold on to fourth for the second lap, but he dropped off the pace dramatically on the final circuit. Leivan entered the pits after the second lap to refuel for the second and final time.

Leivan had slightly over two minutes on Windmann's Pro Dirt-backed KTM. Thiele held on to third another 2 1/2 minutes behind, with Nesbitt another 30 seconds down. Husqvarna rider Matt Pursley moved into fifth, while Jeff Schneider controlled the "A" class and held on to sixth overall.

The final lap was uneventful for Leivan, as he kept a smooth and comfortable pace and continued to pull away. In the end, Leivan finished with a gap of 4 1/2 minutes to take his fourth win of the year on his Dunlop/Silkolene/Answer/Scott-backed Yamaha thumper. Windmann took the runner-up spot for the third time this year. Thiele made up some time on the final lap on Windmann to put his Kawasaki on the final podium position. Fourth went to Matt Pursley.

Results

O/A: 1. Steve Leivan (Yam); 2. Mike Windmann (KTM); 3. Chris Thiele (Kaw); 4. Matt Pursley (Bus); 5. Jeff Lappe (KTM); 6. Dale Rector (Hon); 7. Dan Burgard (Yam); 8. Tanner England (Yam); 9. Chris Nesbitt (Yam), 10. Kevin Borts (Suz).

AA: 1. Mike Windmann (KTM); 2. Chris Thiele (Kaw); 3. Matt Pursley (Hus); 4. Tanner England (Yam); 5. Chris Nesbitt (Yam).

A: 1. Jeff Lappe (KTM); 2. Dale Rector (Hon); 3. Dan Burgard (Yam); 4. Jeff Schneider (KTM); 5. Nathan Gladback (Yam).

125 B: 1. Brandon Forrester (Yam); 2. Jason Dill (Kaw); 3. Kurt Eibell (Yam); 4. Luke Manion (Yam); 5. Casey Hinkel (Yam).

200 B: 1. Wes Pair (KTM); 2. Steve Crews (Kaw); 3. Dave Haworth (KTM); 4. Dae Lederle (Kaw); 5. Pat Declue (KTM).

250 B: 1. Derek Zinchuck (Gas); 2. Matt Weis (Yam); 3. Collin Sheridan (Yam); 4. Tim Baker (Kaw); 5. Andy Laplante (Yam).

OPEN B: 1. Matt Coffman (KTM); 2. Tom Prenger (KTM); 3. Dale Willis (KTM); 4. Jeff Kuechenmelster (ATK); 5. Marty Smith (Hon).

4-STRK B: 1. Travis Pilant (Hon); 2. Kevin Young (Yam); 3. Tommy Ray (Yam); 4. Neal Vanway (Yam); 5. Gary Pilant (Hon).

VET: 1. Dwayne Munch (Hon); 2. Jon Simons (Yam); 3. Gary Mitteleberg (Kaw); 4. Dave Berry (Hus); 5. Kreg Simons (Yam).

SR: 1. Brad Barnett (Yam); 2. Andy Nored (Kaw); 3. Jimmy Jones (Kaw); 4. William Guffey (Yam); 5. Terry Wisecup (Kaw).

S/SR: 1. Bob Jones (Kaw); 2. Rick Carpenter (KTM); 3. Dale Rector (KTM); 4. Frank Leivan (Yam); 5. Gerald Frericks (KTM).

JR: 1. Robert Duncan (Yam); 2. Jeremy Wisecup (Kaw); 3. Zack Mabery (Hon); 4. James Sloan (Yam); 5. David Frye (Kaw).

250 C: 1. Tim Gibson (Hon); 2. David Danz (Yam); 3. Gary Wolf (Yam); 4. Andy Ruud (Yam); 5. Bill Guffey (Yam).

TR: 1. Craig Delong (Hon); 2. Gary Henrickson (Yam); 3. Brad Crain (Hon); 4. Keith McLaughlin (Yam); 5. James Houchen (Suz).

Leivan claims Cole Camp win

By Frank Leivan

COLE CAMP, MO, JUNE 21

Team Yamaha rider Steve Leivan topped round seven of the Missouri Hare Scrambles Championship. It was his fifth win of the series and his fourth in a row. Leivan built a comfortable lead early on, lost it all, then retook the lead and pulled away for the win.

Mike Windmann led the charge into turn one, but Windmann lost the front end crossing the first creek and went down, jamming up most of the "AA" class. Those who avoided the carnage included Kevin Borts, Matt Pursley and Leivan.

Many potential front-runners would crash or slow considerably, or drop out completely. Chris Thiele would only make it half a mile before hitting a stump and knocking himself silly and out of the race. Chris Nesbitt also bit a stump and spent the remainder of the day trying to finish and collect a few points. Matt Pursley, who held down the runner-up spot for the first two laps, would drop out with an ankle injury.

Leivan completed the first lap with Pursley close behind, and Windmann recovered from his first-turn spill to ride in third. Leivan picked up the pace on the second go-around and moved out to a 20-second gap over Pursley, who was holding back Windmann by only a few seconds. Ken Yount had control of the fourth position, 50 ticks back, and Tanner England rode fifth.

The third lap saw Leivan stretch his lead by another 12 seconds, while Windmann took over possession of the runner-up spot. Pursley was in third but had fallen more than a minute behind Windmann's KTM. Leivan chose to make an early pit stop, primarily for fresh goggles, but he also took on a splash of fuel. Still, his lead after four laps measured more than 40 seconds. Windmann still held second, Pursley was gone from the race with his injured ankle, and the leader of the "A" class, Jeff Lappe, screamed his 125 into third overall on adjusted time.

Within the first mile of the fifth of the eight-lap race, Leivan became hung up on a bottle-necked hill and would go down, losing a large chunk of his lead. Windmann closed to within sight, and when Leivan was forced into the pits at the end of the lap for a goggle change, Windmann pulled alongside as the two were entering the creek section.

Leivan held back Windmann for a few miles until Windmann moved ahead.

Windmann maintained the lead midway through the seventh lap until encountering a pack of riders. While Windmann struggled to find a way around the first rider in the pack, Leivan seized the opportunity and not only moved around Windmann but positioned two slower riders between himself and his competitor.

Windmann stayed close, however, waiting for an opportunity to retake the top spot. The two riders were separated by only five seconds when they took the white flag.

Behind the two leaders, Lappe and Kawasaki rider Jason Counts were battling for not only the number-one position in the "A" class but also for third overall. Counts had overcome a deficit of more than a minute to close to within 12 seconds entering the final lap.

Leivan stayed smooth on his final sprint to the checkers, opening a lead of 50 seconds over Windmann to claim the win. Windmann claimed the runner-up spot for the fourth time this year and, aside from Leivan, was the only other rider to complete eight laps on the tricky circuit.

Lappe held off the late-race charge of Counts to win the "A" class and claim third overall by 16 seconds, while Counts took second in class and fourth overall. CN

Results

O/A: 1. Steve Leivan (Yam); 2. Mike Windmann (KTM); 3. Jeff Lappe (KTM); 4. Jason Counts (Kaw); 5. Rick Matteson (Yam); 6. Tanner England (Yam); 7. Karl Gallette (KTM); 8. Brandon Forrester (Yam); 9. Chris Nesbitt (Yam); 10. Dale Rector (Hon).

AA: 1. Mike Windmann (KTM); 2. Tanner England (Yam); 3. Chris Nesbitt (Yam); 4. Kevin Borts (Suz); 5. Ken Yount (Yam).

A: 1. Jeff Lappe (KTM); 2. Jason Counts (Kaw); 3. Karl Gallette (KTM); 4. Dale Rector (Hon); 5. Kevin Boyle (Hon).

125 B: 1. Brandon Forrester (Yam); 2. Luke Manion (Yam); 3. Casey Hinkel (Yam); 4. Kurt Eibell (Yam); 5. Jason Dill (Kaw).

200 B: 1. Wes Bair (KTM); 2. Steve Crews (Kaw); 3. Everett Shinault (Kaw); 4. Dale Griesinger (KTM); 5. Pat Declue (KTM).

250 B: 1. Tim Baker (KTM); 2. David Bishop (Suz); 3. Derek Zinchuck (Gas); 4. Nick Crawford (Yam); 5. Collin Sheridan (Yam).

OPEN B: 1. Tom Prenger (KTM); 2. Danny Crawford (Hon); 3. Marty Smith (Bon); 4. Matt Coffman (KTM).

4-STRK D: 1. Gary Pilant (Hon); 2. Brian Richardson (Yam); 3. Kevin Young (Yam); 4. Mel Hinds (Hon); 5. Doug Jones (Yam).

VET: 1. Rick Matteson (Yam); 2. Dwayne Minch (Hon); 3. Jon Simons (Yam); 4. Kreg Simons (Yam); 5. Mike Banahan (Hon).

SR: 1. Brad Barnett (Yam); 2. Ron Ribolzi (Yam); 3. John Newberry (Hon); 4. Jimmy Jones (Kaw); 5. William Guffey (Yam).

S/SR: 1. Eric Hansen (Hon); 2. Rick Whelove (Hus); 3. Gerald Frericks (KTM); 4. Jim Letellier (KTM); 5. Frank Leivan (Yam).

JR: 1. Robert Duncan (Yam); 2. Zack Mabery (Hon); 3. James Sloan (Yam); 4. Mike Rozier (Kaw); 5. Joey Gerbes (Suz).

250 C: 1. David VonHolten (Suz); 2. Bryan Roy (Kaw); 3. David Danz (Yam); 4. Gary Wolf (Yam); 5. Dan Halbeck (Kaw).

TR: 1. Craig Delong (Suz); 2. Mark Erwin (Hon); 3. Sean Van Derwood (Hon); 4. Damian Mahoney (Ron); 5. Jody Smith (Suz).

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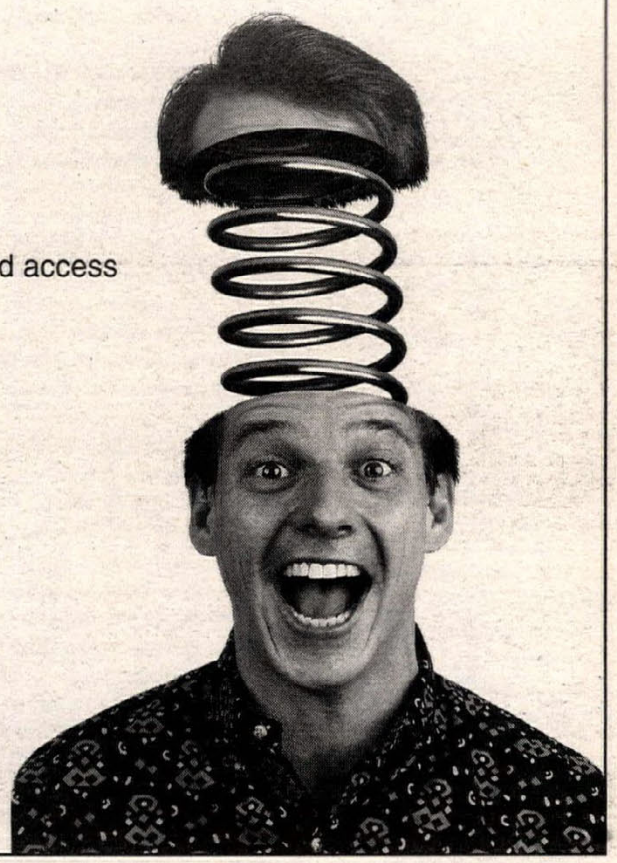

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LEADERBOARD

1998 Championship Point Standings

ROAD RACING

NICKY HAYDEN

500cc WORLD CHAMPIONSHIP SERIES
(After 8 of 15 rounds):

1. Mick Doohan (Hon), Australia (135/3 wins)
2. Max Biaggi (Hon), Italy (128/1 win)
3. Alex Criville (Hon), Spain (126/2 wins)
4. Carlos Checa (Hon), Spain (106/1 win)
5. Simon Crafar (Yam), New Zealand (75/1 win)
6. Norick Abe (Yam), Japan (67)
7. Nobuatsu Aoki (Suz), Japan (65)
8. Alex Barros (Hon), Brazil (58)
9. John Kocinski (Hon), Modesto, CA (43)
10. Tadayuki Okada (Hon), Japan (37)
    Regis Laconi (Yam), France (37)

250cc WORLD CHAMPIONSHIP SERIES
(After 8 of 15 rounds):

1. Tetsuya Harada (Apr), Japan (124/3 wins)
2. Loris Capirossi (Apr), Italy (115/2 wins)
3. Tohru Ukawa (Hon), Japan (86)
4. Valentino Rossi (Apr), Italy (85/1 win)
5. Haruchika Aoki (Hon), Japan (75)
6. Stefano Perugini (Hon), Italy (61)
7. Olivier Jacque (Hon), France (56)
8. Luis d'Antin (Yam), Spain (52)
9. Takeshi Tsujimura (Yam), Japan (51)
10. Jurgen Fuchs (Apr), Germany (45)

125cc WORLD CHAMPIONSHIP SERIES
(After 8 of 15 rounds):

1. Kazuto Sakata (Apr), Japan (156/4 wins)
2. Marco Melandri (Hon), Italy (110/1 win)
3. Tomomi Manako (Hon), Japan (97/1 win)
4. Lucio Cecchinello (Hon), Italy (76/1 win)
5. Masao Azuma (Hon), Japan (68)
6. Mirko Giansanti (Hon), Italy (66)
7. Masao Azuma (Hon), Japan (61)
   Frederic Petit (Hon), France (61)
9. Gianluigi Scalvini (Hon), Italy (55)
10. Youichi Ui (Yam), Japan (54)

WORLD SUPERBIKE CHAMPIONSHIP SERIES
(After 8 of 14 rounds):

1. Troy Corser (Duc), Australia (241.5/1 win)
2. Aaron Slight (Hon), New Zealand (214/3 wins)
3. Pier-Francesco Chili (Duc), Italy (211.5/4 wins)
4. Carl Fogarty (Duc), England (208.5/2 wins)
5. Colin Edwards II (Hon), Conroe, TX (195.5/2 wins)
6. Noriyuki Haga (Yam), Japan (193/4 wins)
7. Akira Yanagawa (Kaw), Japan (132)
8. Jamie Whitham (Suz), England (102)
9. Peter Goddard (Suz), Australia (101)
10. Neil Hodgson (Kaw), England (80.5)

AMA/MBNA SUPERBIKE NATIONAL CHAMPIONSHIP SERIES
(After 9 of 14 rounds):

1. Doug Chandler (Kaw), Salinas, CA (251)
2. Anthony Gobert (Duc), Australia (249/3 wins)
3. Ben Bostrom (Hon), Granada Hills, CA (240)
4. Miguel DuHamel (Hon), Canada (236/4 wins)
5. Mat Mladin (Suz), Australia (203)
   Jamie Hacking (Yam), Spartanburg, SC (203)
7. Richard Oliver (Yam), Fresno, CA (188)
8. Steve Crevier (Suz), Canada (186)
9. Tom Kipp (Duc), Chardon, OH (183)
10. Aaron Yates (Suz), Milledgeville, GA (165/1 win)

AMA/PRO HONDA OILS 600cc SUPERSPORT SERIES
(After 9 of 14 rounds):

1. Steve Crevier (Suz), Canada (253/1 win)
2. Doug Chandler (Kaw), Salinas, CA (247/5 wins)
3. Ben Bostrom (Hon), Granada Hills, CA (243/1 win)
4. Eric Bostrom (Hon), Granada Hills, CA (220)
5. Nicky Hayden (Suz), Owensboro, KY (217/1 win)
6. Miguel DuHamel (Hon), Canada (198/1 win)
7. Steve Rapp (Suz), Lafayette, CA (195)
8. Tommy Hayden (Kaw), Owensboro, KY (192)
9. Jason Pridmore (Suz), Ventura, CA (181)
10. Larry Pegram (Suz), Baltimore, OH (164)

AMA/TEAMLINE 750cc SUPERSPORT SERIES
(After 8 of 13 rounds):

1. Steve Rapp (Suz), Lafayette, CA (232/1 win)
2. Jason Pridmore (Suz), Ventura, CA (223/4 wins)
3. Richard Alexander Jr. (Suz), Carmel, NY (219/1 win)
4. James Randolph (Suz), Santa Rosa, CA (213)
5. Mario DuHamel (Suz), Canada (191)
6. Paul Harrell (Suz), Canyon Country, CA (167)
7. Nicky Hayden (Suz), Owensboro, KY (160/2 wins)
8. Dale Keiffer (Suz), Las Vegas, NV (144)
9. Jamie Bowman (Suz), Tequesta, Florida (143)
10. Jimmy Moore (Suz), Eugene, OR (134)

AMA/ELF FUELS 250cc GRAND PRIX CHAMPIONSHIP SERIES
(After 8 of 13 rounds):

1. Roland Sands (Yam), Long Beach, CA (274/5 wins)
2. Kurtis Roberts (Hon), Turlock, CA (224)
3. Chuck Sorensen (Yam), Discovery Bay, CA (217/2 wins)
4. Takahito Mori (Hon), Japan (178/1 win)
   Randy Renfrow (Hon), Fredericksburg, VA (178)
6. Geep Terranova (Yam), San Jose, CA (164)
   Bobby Keith (Hon), Redwood City, CA (164)
8. Jeffrey Vos (Hon), Holland, MI (140)
9. Greg Esser (Yam), Pompano Beach, FL (139)
10. Mark Foster (Yam), San Juan Capistrano, CA (123)

AMA PROGRESSIVE INSURANCE PRO THUNDER SERIES
(After 8 of 13 rounds):

1. Paul Harrell (Tri), Canyon Country, CA (244)
2. Shawn Higbee (Bue), Waterford, WI (240/3 wins)
3. Curtis Adams (Tri), Whittier, CA (219/5 wins)
4. Michael Gage (Tri), Baldwin Place, NY (161)
5. James Lickwar (Tri), San Francisco, CA (160)
6. Mark Miller (Bue), Long Beach, CA (122)
7. Shawn Conrad (Tri), Sheboygan Falls, WI (120)
8. Robert Gonzales (Duc), Tucson, AZ (118)
9. Thomas Tucciarone (Duc), San Francisco, CA (116)
10. David Hull (Duc), Mesa, AZ (110)

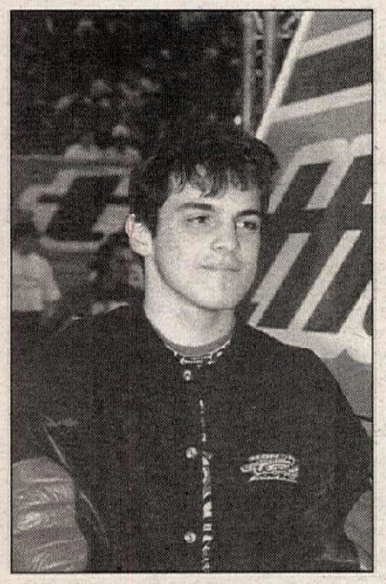
AMA/PIRELLI FORMULA XTREME SERIES
(After 7 of 12 rounds):

1. Eric Bostrom (Hon), Granada Hills, CA (226/6 wins)
2. Tripp Nobles III (Hon), Macon, GA (216/1 win)
3. Mark Miller (Yam), Long Beach, CA (184)
4. Michael Taylor (Kaw), Canada (143)
5. Tray Batey (Suz), Gallatin, TN (142)
6. Dean Mizdal (Suz), Huntington Beach, CA (141)
7. Mario DuHamel (Suz), Canada (126)
8. Curtis Adams (Yam), Whittier, CA (92)
9 Cory Call (Suz), Sacramento, CA (90)
10. Jack Pfeifer (Suz), Las Vegas, NV (85)

MOTOCROSS

500cc WORLD CHAMPIONSHIP SERIES
(After 8 of 12 rounds):

1. Joel Smets (Hbg), Belgium (260/3 wins)
2. Darryll King (Hus), New Zealand (220/1 win)
3. Andrea Bartolini (Yam), Italy (199/3 wins)
4. Peter Johansson (Yam), Sweden (167)
5. Bernd Eckenbach (Hus), Germany (160/1 win)
6. Gert-Jan Van Doorn (Hon), Netherlands (142)
7. Shayne King (KTM), New Zealand (133)
8. Rob Herring (Hon), England (128)
9. Johan Boonen (KTM), Belgium (94)
10. Erwin Machtlinger (Hon), Germany (86)



STEPHANE RONCADA

250cc WORLD CHAMPIONSHIP SERIES
(After 9 of 16 rounds):

1. Stefan Everts (Hon), Belgium (323/4 wins)
2. Sebastien Tortelli (Kaw), France (316/4 wins)
3. Pit Beirer (Hon), Germany (234/1 win)
4. Frederic Bolley (Hon), France (172)
5. Tallon Vohland (Yam), Sacramento, CA (140)
6. Mickael Maschio (Yam), France (130)
7. Marnicq Bervoets (Suz), Belgium (129)
8. Jocke Karlsson (Hon), Sweden (124)
9. Leon Giesbers (KTM), Holland (91)
10. Werner DeWitt (Suz), Belgium (86)

125cc WORLD CHAMPIONSHIP SERIES
(After 7 of 11 rounds):

1. Alessio Chiodi (Hus), Italy (194/3 wins)
2. David Vuillemin (Yam), France (190/3 wins)
3. Alessandro Puzar (TM), Italy (181/1 win)
4. Claudio Federici (Yam), Italy (110)
5. Carl Nunn (Yam), England (108)
6. Luigi Seguy (Hon), France (102)
7. Brian Jorgensen (Suz), Denmark (100)
8. Alessandro Belometti (Yam), Italy (83)
9. James Dobb (Hon), England (75)
10. Erik Camerlengo (Yam), Italy (71)

AMA/MAZDA 250cc NATIONAL CHAMPIONSHIP MOTOCROSS SERIES
(After 6 of 12 rounds):

1. Doug Henry (Yam), Oxford, CT (243/2 wins)
2. Greg Albertyn (Suz), South Africa (209)
3. Mickael Pichon (Suz), France (208/1 win)
4. Mike LaRocco (Hon), South Bend, IN (196)
5. Ezra Lusk (Hon), Bainbridge, GA (189/1 win)
6. Kevin Windham (Yam), Baton Rouge, LA (186)
7. Jeff Emig (Kaw), Riverside, CA (169/1 win)
8. Larry Ward (Suz), Florence, SC (140)
9. Jeremy McGrath (Yam), Canyon Lake, CA (121/1 win)
10. Mike Craig (Hon), Lakeside, CA (109)

AMA/MAZDA 125cc NATIONAL CHAMPIONSHIP MX SERIES
(After 6 of 12 rounds):

1. Ricky Carmichael (Kaw), Havana, FL (260/4 wins)
2. John Dowd (Yam), Chicopee, MA (255/1 win)
3. Casey Johnson (Kaw), Murrieta, CA (192)
4. Jimmy Button (Yam), Scottsdale, AZ (157)
5. Mike Brown (Hon), Piney Flats, TN (152)
6. Stephane Roncada (Hon), France (117)
7. Robbie Reynard (Suz), Norman, OK (116)
   Steve Lamson (Hon), Riverside, CA (116/1 win)
9. Scott Sheak (Hon), Germantown, NY (114)
10. Nicholas Wey (Kaw), Dewitt, MI (109)

TOYOTA/PARTS UNLIMITED AMA SUPERCROSS SERIES
(After 16 of 16 rounds):

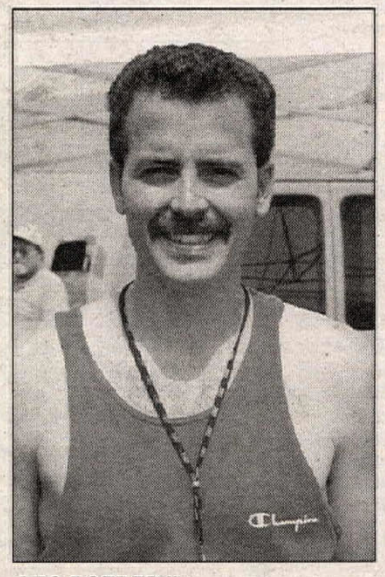
1. Jeremy McGrath (Yam), Canyon Lake, CA (322/7 wins)
2. Ezra Lusk (Hon), Bainbridge, GA (271/4 wins)
3. Larry Ward (Suz), Florence, SC (240/1 win)
4. Kevin Windham (Yam), Baton Rouge, LA (238/2 wins)
5. Mike LaRocco (Hon), South Bend, IN (230)
6. Mickael Pichon (Suz), France (216)
7. Doug Henry (Yam), Oxford, CT (213)
8. Jimmy Button (Yam), Scottsdale, AZ (175)
9. Mike Craig (Hon), Lakeside, CA (174)
10. Ryan Hughes (Kaw), Temecula, CA (159)

AMA EASTERN REGIONAL 125cc SUPERCROSS SERIES
(After 8 of 8 rounds):

1. Ricky Carmichael (Kaw), Havana, FL (200/8 wins)
2. Robbie Reynard (Suz), Norman, OK (143)
3. Brock Sellards (Hon), New Philadelphia, OH (133)
4. Casey Lytle (Hon), Santa Clarita, CA (114)
5. Shae Bentley (Kaw), Ellenwood, GA (86)
6. Tony Lorusso (Suz), East Hartford, CT (78)
7. James Povolny Jr. (KTM), Mendota Heights, MN (70)
8. Jim Neese (KTM), Greensboro, NC (69)
9. Robbie Skaggs (Yam), Lawrence, KS (66)
10. Corey Keeney (Yam), Oakdale, MN (63)

AMA WESTERN REGIONAL 125cc SUPERCROSS SERIES
(After 7 of 7 rounds):

1. John Dowd (Yam), Chicopee, MA (159/3 wins)
2. David Vuillemin (Yam), France (147/3 wins)
3. Stephane Roncada (Hon), France (145/1 win)
4. Nathan Ramsey (Kaw), Hixon, TX (111)
5. David Pingree (Hon), Menifee, CA (93)
6. Greg Schnell (Yam), Rancho Cucamonga, CA (84)
7. Michael Brandes (Suz), Quail Valley, CA (72)
   Jason McCormick (Hon), Vancouver, WA (72)
9. Travis Preston (Suz), Hesperia, CA (68)
10. Jeff Willoh (Suz), Glendale, CA (67)



GEO ROEDER II

DIRT TRACK

AMA GRAND NATIONAL CHAMPIONSHIP SERIES
(After 7 of 19 rounds):

1. Scott Parker (H-D), Swartz Creek, MI (128/4 wins)
2. Rich King (Hon), Dysart, IA (87)
3. Chris Carr (H-D), Fleetwood, PA (79)
4. Will Davis (H-D), Goldsboro, NC (74/1 win)
5. Jay Springsteen (H-D), Lapeer , MI (67)
6. George Roeder II (H-D), Monroeville, OH (63/1 win)
7. Kevin Varnes (H-D), New Holland, PA (56)
8. Steve Morehead (H-D), Findlay, OH (51)
9. Mike Hacker (H-D), Prince George, VA (43)
10. (TIE) Dan Stanley (H-D), Bellingham, WA (42)
    Koe Kopp (H-D), Mica, WA (42)

H-D SPORTSTER PERFORMANCE SERIES
(After 5 of 13 rounds):

1. Jess Roeder, Monroeville, OH (103/3 wins)
2. David Camlin, Rock Island, IL (69/1 win)
3. Shaun Russell, San Jose, CA (68/1 win)
4. Scott Stump, Langhorne, PA (61)
5. Billy Martin, Stockton, CA (57)
6. Mike Hacker, Prince George, WA (55)
7. Gary Rogers, San Jose, CA (53)
8. Willie McCoy, Richardson, TX (51)
9. Brian Kromroy, Madison, WI (46)
10. Tim Eades, Petersburg, VA (43)

OFF-ROAD

GUY COOPER

AMA NATIONAL CHAMPIONSHIP HARE & HOUND SERIES
(After 4 of 7 rounds):

1. Ty Davis (Yam), Hesperia, CA (110/2 wins)
2. Destry Abbott (Kaw), Peoria, AZ (69/1 win)
3. Paul Krause (Kaw), Irvine, CA (59)
4. Dave Ondas (Kaw), Trabuco Canyon, CA (50)
5. Brian Brown (Kaw), Nampa, ID (48/1 win)
   Steve Hengeveld (Kaw), Oak Hills, CA (48)
7. Doug Chiapuzio (Kaw), Camarillo, CA (42)
8. Dan Richardson (Kaw), Fountain Valley, CA (41)
9. Oakley Lehman (Kaw), Sunland, CA (38)
10. Donnie Book (Yam), Gypsum, CO (36)

AMA NATIONAL C'SHIP HARE SCRAMBLES SERIES
(After 4 of 9 rounds):

1. Doug Blackwell (Yam), Parkersburg, WV (85/2 wins)
2. Mike Lafferty (KTM), Millville, NJ (79)
3. Brian Garrahan (KTM), Boulder Creek, CA (76/1 win)
4. Patrick Garrahan (KTM), Boulder Creek, CA (50)
5. Josh McLevy (Hon), Fairfield, CT (35)
6. Luca Tussardi (Kaw), Italy (32)
7. Fred Andrews (Kaw), Salem, OH (30/1 win)
8. Randy Hawkins (Yam), Travelers Rest, SC (29)
9. Rodney Smith (Suz), Oakley, CA (25)
10. Mike Sampson (TM), Brazil, IN (24)
    Dave Flashberger (Hon), Pleasanton, CA (24)

AMA GRAND NATIONAL CROSS COUNTRY SERIES
(After 7 of 13 rounds):

1. Rodney Smith (Suz), Oakley, CA (133/2 wins)
2. Fred Andrews (Kaw), Salem, OH (112/2 wins)
3. Steve Hatch (Suz), Ithaca, NY (107/1 win)
4. Scott Summers (Hon), Petersburg, KY (98/2 wins)
5. Jim Jarrett (Kaw), Minerva, OH (78)
6. Randy Hawkins (Yam), Travelers Rest, SC (76)
7. Barry Hawk Jr. (Yam), Uniontown, PA (75)
8. Brian Keegan (Kaw), Washington, PA (61)
9. Scott McLaughlin (Yam), Sedro Woolley, WA (57)
10. Robbie Jenks (Yam), New Straitsville (54)

AMA ACERBIS NATIONAL C'SHIP ENDURO SERIES
(After 7 of 10 rounds):

1. Michael Lafferty (KTM), Millville, NJ (186/4 wins)
2. Randy Hawkins (Yam), Travelers Rest, SC (102/1 win)
3. Doug Blackwell (Yam), Parkersburg, WV (96/1 win)
4. Patrick Garrahan (KTM), Boulder Creek, CA (92)
5. Matt Stavish (Hon), Blaine, MN (72)
6. Jason Dahners (Hbg), Redmond, WA (70)
7. Ty Davis (Yam), Hesperia, CA (51/1 win)
8 Robbie Jenks (Yam), New Straitsville, OH (40)
9. Russell Pearson (KTM), Piochi, NV (35)
10. Jason Raines (KTM), Belfair, WA (34)

AMA/NATC NATIONAL CHAMPIONSHIP TRIALS SERIES
(After 7 of 10 rounds):

1. Geoff Aaron (Bet), Alpine, CA (182/3 wins)
2. Raymond Peters (G-G), Beaver Dams, NY (158/1 win)
3. Ryon Bell (Mon), Canada (156)
4. Dennis Sweeten (Mon), Oregon City, OR (104)
5. Matt Moore (Mon), Sapulpa, OK (100)
6. Michael Bryant (Bet), Burlington, CT (95)
7. Chris Bardell (G-G), Millerstown, PA (85)
8. Jess Kempkes (G-G), Lincoln, NE (84/1 win)
9. Travis Fox (G-G), Montoursville, PA (80)
10. Brian Capper (G-G), Ansonia, CT (68)

CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. **Calendar listings cannot be accepted over the phone**; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event. **FAX - 714-436-9574**

World Championship Road Race Series
7/19 Sachsenring, Germany, Rnd 9
8/23 Brno, Czech Republic, Rnd 10
9/6 Imola, Italy, Rnd 11
9/20 Catalunya, Spain, Rnd 12
10/4 Phillip Island, Australia, Rnd 13
10/18 Nelson Piquet, Brazil, Rnd 14
10/25 Buenos Aires, Argentina, Rnd 15

World Superbike Championship Series
8/2 Brands Hatch, England, Rnd 9
8/30 A-1 Ring, Austria, Rnd 10
9/6 Assen, Holland, Rnd 11
9/27 Sentul, Indonesia, Rnd 12
10/4 Sugo, Japan, Rnd 13
10/11 Shah Alam, Malaysia, Rnd 14

World Endurance Championship
7/26 Suzuka, Japan, Rnd 4
9/13 Le Castellet, France, Rnd 5

World Trial Championship
8/8-9 Helsinki, Finland, Rnds 17, 18
8/15-16 Hvervenbukta-Oslo, Norway, Rnds 19, 20

Trials des Nations
/20 Valmalenco, Italy

World 125cc Motocross Championship
/19 Oss, Holland, Rnd 10
9 Chateau-du-Loir, France, Rnd 11
23 Bielstein, Germany, Rnd 12

World 250cc Motocross Championship
/19 Maracay, Venezuela, Rnd 10
/26 Belo Horizonte, Brazil, Rnd 11
8/9 Teutschenthal, Germany, Rnd 12
8/16 Mol, Belgium, Rnd 13
8/30 Gdynia, Poland, Rnd 14
9/6 Roggenburg, Switzerland, Rnd 15
9/13 Megalopolis, Greece, Rnd 16

World 500cc Motocross Championship
7/19 Emee, France, Rnd 9
8/2 Namur, Belgium, Rnd 10
8/9 Rhenen, Holland, Rnd 11
8/30 Wachtersbach, Germany, Rnd 12

Motocross des Nations
9/27 Foxhill, England

World Individual Speedway Championship
8/7 Bradford, England, Rnd 4
8/28 Linkoping, Sweden, Rnd 5
9/18 Bydgoszcz, Poland, Rnd 6

AMA/MBNA Superbike Series
7/17-19 Lexington, OH, Rnd 9
7/31-8/2 Brainerd, MN, Rnd 10
8/7-9 Joliet, IL, Rnd 11
9/4-6 Fountain, CO, Rnd 12
10/2-4 Las Vegas, NV, Rnd 13
Info: 614/891-2425

AMA National MX Series
7/19 New Berlin, NY, Rnd 7
7/26 Troy, OH, Rnd 8
8/2 Washougal, WA, Rnd 9
8/16 Millville, MN, Rnd 10
8/30 Binghamton, NY, Rnd 11
9/6 Delmont, PA, Rnd 12

AMA National Hare Scrambles Series
7/19 Tillamook, OR, Rnd 5
9/13 Millfield, OH, Rnd 6
9/20 Park Hills, MO, Rnd 7
10/4 Lynnville, IN, Rnd 8
10/18 Tulsa, OK, Rnd 9

AMA National Hare and Hound Series
9/12 Wells, NV
9/27 Yerington, NV
10/25 Lucerne Valley, CA
Info: 304/284-0084

AMA Grand National Cross Country Series
8/30 Fairmont, WV
9/12-13 Millfield, OH
9/26-27 Mount Morris, PA
10/10-11 Lisbon, OH
10/24-25 Crawfordsville, IN
Info: 304/284-0084

AMA National Championship Hillclimb Series
7/19 Steel City, PA, Rnd 5
7/25 Haydenville, OH, Rnd 6
8/2 Norton Shores, MI, Rnd 7
8/16 Dansville, NY, Rnd 8
8/23 Laurelville, OH, Rnd 9
9/13 Steel City, PA, Rnd 10
9/20 Middlebury, IN, Rnd 11
9/27 Jefferson, PA, Rnd 12
10/11 Oregonia, OH, Rnd 13
Info: 614/891-2425

AMA Grand National Championship Series
7/18 Oklahoma City, OK, Rnd 8
7/25 Rossburg, OH, Rnd 9
8/2 Peoria, IL, Rnd 10
8/5 Rapid City, SD, Rnd 11
8/8 Joliet, IL, Rnd 12
8/15 East Moline, IL, Rnd 13
8/22 Hagerstown, MD, Rnd 14
8/29 Sedalia, MO, Rnd 15
9/6 Springfield, IL, Rnd 16
9/26 Sacramento, CA, Rnd 17
10/3 Las Vegas, NV, Rnd 18
10/11 Del Mar, CA, Rnd 19
Info: 614/891-2425

AMA Acerbis National Enduro Series
8/9 Divide, CO
8/23 Indian River, MI
Info: 614/891-2425

AMA/NATC National Championship Trials Series
8/1 Duluth, MN, Rnd 8
8/2 Duluth, MN, Rnd 9
8/8 Flagstaff, AZ, Rnd 10
8/11 Flagstaff, AZ, Rnd 11
Info: 402/435-4146

AMA Western National Four-Stroke MX Series
8/8-9 Albany, OR
8/23-24 Ward Creek, WA
9/5-6 Whitney, TX
Info: 530/365-1979

AMA West Coast Flat Track Series
7/18 Bakersfield, CA, Rnd 3
8/22 Bakersfield, CA, Rnd 4
Info: 714/529-6054

AMA Prostar National Drag Racing Series
8/14-16 Indianapolis, IN, Rnd 5
9/11-13 Atco, NJ, Rnd 6
10/10-11 Houston, TX, Rnd 7
11/20-22 Gainesville, FL, Rnd 8
Info: 256/852-1101

AMA Prostar West Drag Racing Series
8/30 Salt Lake City, UT, Rnd 3
10/17-18 Phoenix, AZ, Rnd 4
Info: 256/852-1101

AMA Sound of Thunder Amateur Challenge Series
8/8 Albany, OR
8/23 Ward Creek, WA
Info: 530/365-1979

Ballzee Aggressive Wear Grand Championship Motocross Series
7/19 Reidsville, NC
7/26 Danville, VA
8/9 Elizabeth City, NC
8/23 Danville, VA
9/19 Danville, VA
Info: 804/724-4392

AMA U.S. Eastern Motocross Fall Series
8/30 Dillwyn, VA
9/6 Reidsville, NC
9/13 Elizabeth City, NC
9/19 Danville, VA
9/27 Sanford, VA
10/4 East Bend, NC
10/11 Danville, VA
10/18 Dillwyn, VA
10/25 Elizabeth City, NC
11/8 Axton, VA
Info: 804/724-4392

AMA Texas Championship Hare Scrambles Series
7/26 Conroe, TX
8/30 Altair, TX
10/11 Altair, TX
11/8 Rathmann, TX
12/6 Fort Hood, TX
Info: 409/732-9171

AMA United States Mega Series
7/19 Wytheville, VA
9/6 London, KY
9/26-27 Sevierville, TN
10/3-4 London, KY
10/16-18 Blountville, TN
Info: 423/323-5497

AMA Carolina Ultra Series
8/30 Iron Station, NC
9/20 Columbus, NC
10/11 Chesterfield, SC
10/31-11/1 Society Hill, SC
Info: 423/323-5497

AMA/District 10 Daniel Boone Sheltowee Series
7/18 London, KY
8/15 Leitchfield, KY
8/22 London, KY
9/5-6 London, KY
9/26-27 Dollywood, TN
10/3-4 London, KY
10/25 London, KY
Info: 606/877-1364

AMA Eastern Four-Stroke National
9/19-20 Danville, VA
9/26-27 Buchanan, MI
10/3-4 London, KY
10/10-11 Casey, IL
10/17-18 Blountville, TN
11/7-8 Society Hills, SC
Info: 606/877-1364

AMA District 25 Four Corners Motocross
8/16 Mesa Verde, CO
9/5 Mesa Verde, CO
9/6 Mesa Verde, CO
9/27 Aztec, NM
10/11 Aztec, NM
Info: 970/533-9747 or 505/325-4195

AMA District 14 Vintage Motocross State Championship Series
8/9 Millington, MI
8/16 Midland, MI
9/5-6 Coldwater, MI
9/19-20 Bloomingdale, MI
9/27 Millington, MI
10/4 Millington, MI
10/18 Buchanan, MI
Info: 248/305-8783

AMA/District 36 Vintage Dirt Track Championship Series
7/18 Newman, CA, Rnd 24
7/25 Newman, CA, Rnd 25
8/8 Lodi, CA, Rnds 26, 27
8/15 Lodi, CA, Rnds 28, 29
8/22 Lodi, CA, Rnds 30, 31
9/19 Lodi, CA, Rnds 32, 33
10/3 Lodi, CA, Rnds 34, 35
10/10 Lodi, CA, Rnds 36, 37
10/17 Lodi, CA, Rnds 38, 39
10/24 Lodi, CA, Rnd 40
Info: 209/369-1667 or 209/368-7809

AMA/District 36 Amateur/Youth Dirt Track C'ship Series
7/18 Newman, CA, Rnd 24
7/25 Newman, CA, Rnd 25
8/8 Lodi, CA, Rnds 26, 27
8/15 Lodi, CA, Rnds 28, 29
8/22 Lodi, CA, Rnds 30, 31
9/19 Lodi, CA, Rnds 32, 33
10/3 Lodi, CA, Rnds 34, 35
10/10 Lodi, CA, Rnds 36, 37
10/17 Lodi, CA, Rnds 38, 39
10/24 Lodi, CA, Rnd 40
Info: 209/368-7182 or 209/463-6224

AMA/District 36 Championship Enduro Series
10/11 Redding, CA, Rnd 7
10/18 Stonyford, CA, Rnd 8
10/25 Elkins Flat, CA, Rnd 9
10/31 Upper Lake, CA, Rnd 10
11/8 Stonyford, CA, Rnd 11
11/15 Ballinger Canyon, Rnd 12
Info: 408/281-3805

AMA/District 34 Family Motocross Series
7/19 Monticello, NY
7/26 Walkill, NY
8/2 Walkill, NY
8/9 Claverack, NY
8/16 Walkill, NY
8/23 Modena, NY
8/30 Monticello, NY
9/6 Modena, NY
9/13 Claverack, NY
9/20 Modena, NY
9/27 Walkill, NY
10/4 Modena, NY
10/11 Modena, NY
10/18 Walkill, NY
10/25 Modena, NY
11/1 Modena, NY
Info: 518/828-6149

AMA/District 36 Family Enduro Series
11/14 Foresthill, CA
11/22 Stonyford, CA
Info: 408/281-3805

AMA/District 37 Dual Sport Ride Series
7/26 Mojave, CA
8/1-2 Mammoth Lakes, CA
8/8-9 Big Bear Lake, CA
8/29-30 Bass Lake, CA
9/12-13 Sequoia National Forest
9/27 Silverwood Lake, CA
10/3-4 Ridgecrest, CA
10/17-18 Mesquite, NV*
10/31-11/1 Ridgecrest, CA
11/15 Riverside, CA
11/27-28 LA-Barstow-Las Vegas*
12/27 Cantil, CA
* National Trail Ride Series Events
Info: 818/249-2141 (3,1)

Team Dual Dogs/ KTM/Galpin Ford California Dual Sport Series
10/31-11/1 California Hot Springs, CA
11/22 Newhall, CA
1/2-3/99 Mojave, CA
Info: 818/701-1913

AMA/District 37 Big 6 GP Series
10/3-10/4 San Bernardino, CA
10/31-11/1 Gorman, CA
Info: 619/251-3489 or 562/428-4971

AMA/Districts 37 & 38 Flat Track Series
7/25 Temecula, CA
8/15 Temecula, CA
9/19 Temecula, CA
10/10 Del Mar, CA
10/17 Temecula, CA
11/14 Temecula, CA
Info: 619/277-1591

AMA Hot Shoe Series
8/1 Peoria, IL
8/16 Spokane, WA
8/28 Greenville, OH
9/4 Castle Rock, WA
9/5 Castle Rock, WA
9/5 Springfield, IL
Info: 614/891-2425

AMA Pacific Northwest Championship Series
7/26 Trulson, WA
8/9 Mount View, WA
8/16 Ward Creek, WA
8/23 Washougal, WA
Info: 541/673-1671

AMA GFTL Semi-Pro Dirt Track Series
7/25-26 Danielsville, GA, Rnd 5, 6
8/22 Danielsville, GA, Rnd 7
9/11 Greenville, SC Semi-Pro
9/12 Greenville, SC Pro-Am
9/26 Danielsville, GA, Rnd 9
10/24-25 McRae, GA, Rnd 10
11/21 Danielsville, GA, Charity Race
Info: 770/962-7888 or 770/339-3997

AMA/WML Outdoor National Motocross Series
7/19 Unadilla, NY
8/1 Washougal, WA
8/29 Binghampton, NY
8/30 Binghampton, NY
Info: 949/837-2206

Checkered Flag Dirt Track Series
8/8 Danielsville, GA
10/10 Danielsville, GA
11/7 Danielsville, GA
Info: 770/962-7888 or 770/339-3997

AHRMA Progressive Suspension Historic Cup Series
8/1-2 Faulkville, GA
8/22-23 Braselton, GA
9/19 Steamboat Springs, CO
10/3-4 Talladega, AL
Info: 715/842-9699

AHRMA SOS/BOT/ Sound Of Thunder Series
8/1-2 Faulkville, GA
8/22-23 Braselton, GA
9/19-20 Steamboat Springs, CO
10/3-4 Talladega, AL
Info: 715/842-9699

AHRMA Speed & Sport Vintage Motocross Series
8/15 Southwick, MA
8/29 Tyler, TX
9/18 Steamboat Springs, CO
9/26 Peoria, IL
10/18 Hollister, CA
11/8 Tulare, CA
Info: 715/842-9699

AHRMA Classic Bike Magazine Dirt Track Series
7/25 Weedsport, NY
8/1 Savannah, GA
8/21 Lavonia, GA
8/29 Athens, OH
9/4 Castle Rock, WA
9/16 Hayden, CO
9/27 Sacramento, CA
9/27 Peoria, IL
10/10 Del Mar, CA
Info: 715/842-9699

AHRMA Speed & Sport Vintage Trials Series
8/16 Norden, CA
8/23 Braselton, GA
9/17 Steamboat Springs, CO
9/27 Peoria, IL
10/3 Millersville, AL
10/10 White City, IL
10/17 Hollister, CA
Info: 715/842-9699

AHRMA Dixie Cup Road Race Series
8/1-2 Faulkville, GA
8/22-23 Braselton, GA
10/3-4 Talladega, AL
Info: 715/842-9699

AHRMA Midwest Regional Motocross Series
7/25 Lamoni, IA
8/8 Logan, OH
8/22 Belding, MI
9/5 Linnville, OH
10/3 Denmark, WI
10/24 Casey, IL
Info: 920/684-4331

AHRMA/El Dorado Cycle Midwest Trials Series
8/2 Cape Girardeau, MO
9/13 Marshfield, MO
10/10 White City, IL
10/25 Park Hills, MO
Info: 417/859-4158

AHRMA Northeast Regional Hare Scrambles Series
9/20 Plymouth, PA
Info: 717/675-1814

AHRMA Northeast Regional Motocross Series
8/15 Southwick, MA
8/23 TBA
9/6 Englishtown, NJ
9/26 Binghamton, NY
10/10 Clifford, PA
Info: 914/429-9465

AHRMA Northwest Regional Motocross Series
7/19 Carson City, NV
8/15 Soda Springs, CA
8/23 Chehalis, WA
10/18 Hollister, CA
11/8 Tulare, CA
Info: 408/663-4014

AHRMA/European Dirt Rocky Mountain Regional Motocross Series
7/26 Colorado Springs, CO
8/23 Johnstown, CO
9/20 Craig, CO
9/27 Berthoud, CO
Info: 970/879-6651

AHRMA/European Dirt Rocky Mountain Regional Trials Series
8/23 Johnstown, CO
9/27 Berthoud, CO
Info: 303/629-3069

H&H KTM Southeast GP Series
8/29 Macon, GA
9/13 Sale Creek, TN
9/26 Macon, GA
Info: 770/986-3213

AHRMA Southeast Dixie Series
8/23 Monroe, GA
11/8 Bremen, GA
Info: 770/986-3213

AHRMA Southeast Regional MX Series
7/18 Bremen, GA
8/1 Budds Creek, MD
8/9 Woodbine, GA
10/11 Reddick, FL
Info: 770/986-3213

AHRMA Southeast Regional Trials Series
7/18 Bremen, GA
8/23 Braselton, GA
10/3 Millersville, AL
Info: 334/826-1969

AHRMA Southwest Regional Motocross Series
8/1 Perris, CA
9/27 Carlsbad, CA
11/8 Tulare, CA
11/22 TBA
Info: 909/929-6772

AHRMA Vintage Iron/Toyota Texas Motocross Series
8/29 Tyler, TX
Info: 281/679-5764

AHRMA Western Regional Dirt Track Series
7/25 Quincy, CA
8/9 Hollister, CA
9/7 Lancaster, CA
10/3 Tulare, CA
10/4 Lodi, CA
10/24 Tulare, CA
Info: 818/992-5343

SERA Enduro Series
8/9 Breezy Hill, LA
9/13 Rockford, AL
9/27 New Augusta, MS
10/11 Odenville, AL
11/1 Maplesville, AL
Info: 205/980-5191

SERA Hare Scrambles Series
7/19 Rockford, AL
9/6 Fort Polk, LA
9/26 New Augusta, MS
10/TBA Wiggins, MS
12/6 Maplesville, AL
1/3 Saucier, MS
1/17 Maplesville, AL
2/7 Odenville, AL
Info: 504/665-0313

CCS/Championship Cup Road Racing Series
Florida Region
7/26 West Palm Beach, FL
8/23 West Palm Beach, FL
9/5-6 Bloomingdale, GA
9/11-13 Homestead, FL
9/27 West Palm Beach, FL
12/5-6 Homestead, FL
Southeast Region
8/8-9 Talladega, AL
9/5-6 Bloomingdale, GA
9/11-13 Homestead, FL
9/19-20 Braselton, GA
Mid-Atlantic Region
8/29-30 Summit Point, WV
9/19-20 Braselton, GA
Northeast Region
7/18-19 Loudon, NH
8/8-9 Loudon, NH
9/12-13 Loudon, NH
10/3-4 Loudon, NH
Great Lakes Region
8/1-2 Elkhart Lake, WI
8/8-9 Beloit, IL
8/22-23 Grattan, MI
8/29-30 Brainerd, MN
9/5-6 Beloit, IL
Midwest Region
8/1-2 Elkhart Lake, WI
8/8-9 Beloit, IL
8/29-30 Brainerd, MN
9/5-6 Beloit, IL
Great Plains Region
7/25-26 Topeka, KS
8/1-2 Elkhart Lake, WI
8/15-16 Topeka, KS*
8/29-30 Brainerd, MN
Southwest Region
8/1-2 Buttonwillow, CA
8/29-30 Chandler, AZ
10/3-4 Chandler, AZ
11/28-29 Chandler, AZ*
12/19-20 Chandler, AZ
California Region
8/1-2 Buttonwillow, CA
8/29-30 Chandler, AZ
10/3-4 Chandler, AZ
11/14-15 Buttonwillow, CA
12/5-6 Buttonwillow, CA

CCS Race of Champions
10/21-21 Daytona Beach, FL
Info: 704/684-4297

North American Sport Bike
8/15-16 Topeka, KS
8/29-30 Braselton, GA
10/20-25 Daytona Beach, FL
TBA Homestead, FL
Info: 704/684-4297

WERA National Endurance Series
8/1 Summit Point, WV
8/22 Mount Meridian, IN
9/19 College Station, TX
10/16 Braselton, GA
Info: 770/924-8404 or www.wera.com

WERA National Challenge Series
7/31-8/2 Summit Point, WV
8/22-23 Mount Meridian, IN
9/18-20 College Station, TX

CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. **Calendar listings cannot be accepted over the phone**; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event. **FAX - 714-436-9574**

10/14-18 Braselton, GA
Info: 770/924-8404 or www.wera.com

WERA Vintage Series
7/18-19 Millington, TN
7/18-19 College Station, TX
7/25-26 Garrettsville, OH
8/8-9 Faulkville, GA
8/15-16 South Haven, MI
8/22-23 Talladega, AL
8/29-30 Hallet, OK
9/5-6 Garrettsville, OH*
9/12-13 Grattan, MI*
9/12-13 Summit Point, WV
9/19-20 Faulkville, GA
9/18-20 College Station, TX
9/26-27 Mount Meridian, IN
10/14-18 Braselton, GA*
* Double point events
Info: 407/831-4331 or www.weravintage.com

WERA Sportsman Series
North Central
7/18-19 Millington, TN
8/15-16 South Haven, MI
8/22-23 Mount Meridian, IN
9/12-13 Grattan, MI
9/26-27 Mount Meridian, IN
Northeast
7/25-26 Garrettsville, OH
8/8-9 Garrettsville, OH
9/5-6 Garrettsville, OH
9/12-13 Summit Point, WV
Mid-Central
7/18-19 Millington, TN
8/8-9 Henderson, TX
8/22-23 Talladega, AL
8/29-30 Hallet, OK
South Central
7/18-19 College Station, TX
8/8-9 Henderson, TX
8/29-30 Hallet, OK
9/18-20 College Station, TX
Southeast
7/18-19 Millington, TN
8/8-9 Faulkville, GA
8/22-23 Talladega, AL
9/19-20 Faulkville, GA
Info: 770/924-8404 or www.wera.com

ECEA Championship Enduro Series
7/19 Blain, PA
7/26 Crossforks, PA
8/16 Speedsville, NY
8/30 Mauricetown, NJ
9/13 Shippensburg, PA
9/20 Brandonville, PA
9/27 New Lisbon, NJ
10/4 New Gretna, NJ
10/25 Delaware City, DE
11/1 Rawlings, MD
Info: 717/865-0601

ECEA Championship Hare Scrambles Series
8/23 Stanhope, NJ
10/11 Budds Creek, MD
10/18 Mauricetown, NJ
11/8 Warren Grove, NJ
Info: 717/865-0601

ECEA Dual Sport Series
10/11 Indian Mills, NJ
10/18 New Philadelphia, PA
11/15 Greenbank, NJ
Info: 717/865-0601

Great Lakes Road Racing Association Series
7/15-16 Lexington, OH
8/8-9 Indianapolis, IN
8/22-23 Grattan, MI
9/19-20 Grattan, MI
Info: 616/458-5888

Formula USA Road Racing Series
7/17-19 Portland, OR
8/7-9 Loudon, NH
8/28-30 Pocono, PA
Info: 530/582-1061

USCRA Vintage Road Race Series
7/24-26 Shubenacadie, Nova Scotia, Canada
8/14-16 Loudon, NH
8/21-23 Mosport, Ontario, Canada
9/28 Loudon, NH
Info: 607/277-2369 or 603/239-6778

Over The Hill Gang National Series
9/12-13 Hollister Hills, CA
10/17-18 Hungry Valley, CA
Info: 562/864-6875 or 714/680-8643

Carlsbad Spring Motocross Series
7/25 Carlsbad, CA, Rnd 8
Info: 888/550-MOTO or www.carlsbadmx.com

Rocky Mountain Motocross Association
Summer Series
7/19 Erie, CO
7/26 Brush, CO
8/16 Watkins, CO
8/23 Erie, CO
9/6 Colorado Springs, CO
9/13 TBA
9/27 Brush, CO
10/4 Watkins, CO
Info: 719/473-6723 or 303/271-0190

Sports Riders Association of Colorado Motocross Series
7/26 Cheyenne, WY
8/2 Colorado Springs, CO
8/9 Berthoud, CO
8/22 TBA
9/13 Colorado Springs, CO
9/20 Pueblo, CO
9/27 Colorado Springs, CO
10/4 Berthoud, CO
10/11 TBA
Info: 303/988-7722

Sports Riders Association of Colorado Supercross Series
7/18 Colorado Springs, CO
8/16 Grand Junction, CO
8/29 TBA
Info: 303/988-7722

Wild West Motocross Series
7/25-26 Rupert, ID
8/8-9 Pocatello, ID
9/5-6 Salt Lake City or Ogden, UT
Info: 208/887-8695 or 208/236-5383

SD/IAMA Motocross Series
7/18 Ida Grove, IA
7/26 Trimont, MN
8/2 Fort Dodge, IA
8/8 Truesdale, IA
8/23 Trimont, MN
8/30 Armstrong, IA
9/20 Yankton, SD
9/27 Sioux Falls, SD
Info: 605/665-3512

Alabama State Championship Motocross Series
9/6 Chandler Mountain, AL
9/12 Kilpatrick, AL
9/19 Ironman, AL
10/4 Chandler Mountain, AL
10/10 Kilpatrick, AL
10/17 Ironman, AL
Info: 205/681-8317 or 205/663-0963 or 205/561-3495

Sunshine State MX Championship Series
7/19 Dade City, FL, Rnd 16
7/26 Ona, FL, Rnd 17
8/16 Orlando, FL, Rnd 18
8/23 Reddick, FL, Rnd 19
8/30 Dade City, FL, Rnd 20
9/6 Ona, FL, Rnd 21
9/13 Orlando, FL, Rnd 22
Info: 352/242-2605

District 11/Buckeye State MX Championship Series
7/19 Greenville, OH
8/30 Troy, OH
9/7 McArthur, OH
9/13 Frankfort, OH
9/27 Sugar Grove, OH
Info: 614/740 323-3489 or www.perfpowersports.com

KTMXA Motocross Series
7/18 Draffenville, KY
8/9 Apex Valley, KY
8/22 Atwood, TN
8/29 Paris, TN
9/5 Clarksville, TN
9/19 Paris, TN
9/26 Paris, TN
10/3 Murray, KY
10/11 Milan, TN
Info: 901/642-0511

Tennessee State Arenacross Championship Series
8/29 Paris, TN
9/12 Dyersburg, TN
9/19 Paris, TN
9/26 Paris, TN
10/10 Paris, TN
10/17 Jackson, TN
10/24 Paris, TN
Info: 901/642-0511

New England State Motocross Championships
7/26 Southwick, MA
8/2 Middleboro, MA
8/9 Central Village, CT
8/16 Southwick, MA
8/23 Middleboro, MA
9/6-7 Greene, ME
9/13 Southwick, MA
9/20 Central Village, CT
9/26-27 Greene, ME
10/4 Middleboro, MA
10/11 Southwick, MA
10/18 Middleboro, MA
10/25 Southwick, MA
11/1 Middleboro, MA
Info: 617/982-4307

Moriarty Motocross Series Championships
7/19 Moriarty, NM
8/23 Moriarty, NM
9/20 Moriarty, NM
10/17 Moriarty, NM
10/18 Moriarty, NM
Info: 505/888-7312

MARS Motorcycle Asphalt Racing Series
9/18 Asheville, NC
10/17 Hampton, VA
Info: 803/626-7959

Northeast Pro Flat Track Series
7/24 Middletown, NY
7/25 Weedsport, NY
7/31 Quebec City, Canada
8/21 Agawam, MA
8/23 Stafford Springs, CT
Info: 978/874-1732

New England Dirt Track Series
7/18 East Lempster, NH
8/1 Canaan, NH
8/15 East Lempster, NH
8/29 Bangor, ME
8/30 Bangor, ME
9/26 East Lempster, NH
10/10 East Lempster, NH
Info: 978/874-1732

Victory/Polaris Iowa Dirt Track Series
7/25 Des Moines, IA, Rnd 2
7/30 Oskaloosa, IA, Rnd 3
8/28 Oskaloosa, IA, Rnd 4
9/7 Bloomfield, IA, Rnd 5
Info: 515/265-8388

New England Trials Association
7/19 Meriden, CT
8/16 Cumberland, RI
9/13 Meriden, CT
9/27 Exeter, RI
10/18 Chepachet, RI
Info: 508/429-7675 or 401/334-4820 or www.tiac.net/users/danwilms

Jackpine Gypsies Short Track Series
7/25 Sturgis, SD
8/3-4 Sturgis, SD
8/7-8 Sturgis, SD
8/29 Sturgis, SD
9/12 Sturgis, SD
Info: 605/347-6022 or gypsies.sturgis-rally.com

Jackpine Gypsies MX Series
8/2 Sturgis, SD
8/30 Sturgis, SD
9/13 Sturgis, SD
Info: 605/347-6022 or gypsies.sturgis-rally.com

Jackpine Gypsies TT Race Series
9/19 Sturgis, SD
Info: 605/347-6022 or gypsies.sturgis-rally.com

NETRA Championship Enduro Series
7/19 Oxford, MA
8/9 West Granville, MA
9/13 Lee, MA
10/4 Adams, MA
10/18 Chester, CT
11/1 West Stafford, CT
11/15 Central Village, CT
Info: 860/875-5757

NETRA Championship Hare Scrambles Series
7/26 East Hampton, CT
8/2 West Unity, NH
8/23 Union, CT
8/30 Alton, NH
9/6 Uxbridge, MA
9/13 Hoosick, NY
9/20 West Greenwich, RI
10/11 Assonet, MA
Info: 860/875-5757

NETRA Turkey Run Series
8/16 Porters Corner, NY
9/13 North Haverhill, NH
9/20 New Boston, MA
9/27 Wrentham, MA
10/11 Winchendon, MA
10/25 Central Village, CT
Info: 860/875-5757

NETRA Championship Junior Enduro Series
7/25 Southampton, MA
8/22 Union, CT
8/29 Alton, NH
9/26 Brimfield, MA
10/10 Assonet, MA
11/7 Winchendon, MA
Info: 860/875-5757

Moose Midwest Enduro Series
7/19 Grand Rapids, MN
7/26 Michigan
8/9 Roselawn, IN
8/23 Rockford, IL
9/6 White City, IL
9/13 Winterset, IA
9/27 Fremont, IA
10/25 Springfield Corners, WI
Info: 319/582-4864

IERA Enduro Series
9/13 Winterset, IA
9/20 Castana, IA
9/27 Fremont, IA
10/4 Bartlett, IA
11/1 Morrison, IL
Info: 515/933-4872

IERA Hare Scrambles Series
10/11 Hills, IA
10/18 River Valley, IA
Info: 402/451-5244

MRA Suzuki Tri-State Challenge
10/4 Delta, OH
10/11 Milan, MI
Info: 419/822-3006 or 734/241-1600

MRA Ironman GP Series
7/26 Delta, OH
8/9 Delta, OH
8/23 Delta, OH
9/20 Delta, OH
10/25 Delta, OH
11/1 Delta, OH
Info: 419/822-3006 or 734/241-1600

Mid-South Summer Hare Scrambles Series
7/19 Jonesboro, IL
8/2 Saddleback East, KY
8/30 New Johnsonville, TN
Info: 615/859-0873

Southeastern Trials Riders Association C'Ship Series
8/15-16 Shooting Creek, NC
9/5-6 Cookeville, TN
9/19-20 Gadsden, AL
10/3-4 Millerville, AL
10/24-25 Sequatchie, TN
11/14-15 Cumming, GA
Info: 423/942-8688

Trials Incorporated Championship Series
7/26 Lancaster, OH
8/23 Dayton, OH
9/19-20 Columbus, IN
10/11 Dayton, OH
11/14 TBA
Info: 937/299-1501

Mid-East Hare Scrambles Series
8/16 Greer, SC
9/6 Morganton, NC
9/20 Lancaster, SC
10/4 Hickory, NC
10/18 TBA
11/1 Grover, NC
Info: 704/937-9177 or 704/484-9000

NMA Grand National Motocross Championship
7/28-8/1 Ponca City, OK
Info: 562/868-8112 or 909/657-6782

NYS Grand Prix Championship Series
7/26 Langford, NY, Rnd 3
Info: 716/825-8720

NYS Off-Road Grand Prix Championship Series
9/6 Hamburg, NY
9/13 Hamburg, NY
9/20 Hamburg, NY
9/27 Hamburg, NY
Info: 716/825-8720

Branson USA MX Championships
9/25-27 Branson, MO
Info: 909/657-6834

La Playa Motocross Grand Prix Series
8/23 Rosarito, Baja California
10/4 Rosarito, Baja California
12/6 Rosarito, Baja California
Info: 011/52-661-22525

Thor/Parts Unlimited Northeast Classic MX Series
7/26 Walden Playboys, NY
8/2 Powerline Park, NJ
Info: 717/222-9290

CMA Little Okie Summer Series
7/17 Madera, CA
7/24 Madera, CA
7/31 Madera, CA
8/7 Madera, CA
8/14 Madera, CA
8/21 Madera, CA
8/28 Madera, CA
Info: 209/673-8080

CMA Bounty Hunter Series
7/18 Los Banos, CA
7/25 Los Banos, CA
8/1 Los Banos, CA
8/8 Los Banos, CA
8/15 Los Banos, CA
8/22 Los Banos, CA
8/29 Los Banos, CA
Info: 209/673-8080

Rocky Mountain Enduro Circuit
7/19 Rand, CO
8/9 Divide, CO
8/23 Taos, NM
9/13 Gunnison, CO
11/8 Matador, TX
Info: 307/742-4136

Black Jack Enduro Series
9/13 Little Rock, AR
9/27 Tulsa, OK
10/11 Muenster, TX
10/25 Chadwick, MO
11/22 Oklahoma City, OK
Info: 417/581-5552 or 417/581-4046

Texas Enduro Series
8/9 Alexandria, LA
9/13 New Waverly, TX
9/27 Cloudcroft, NM
10/11 Muenster, TX
10/25 Memphis, TX
11/8 Matador, TX
11/22 Oklahoma City, OK
Info: 800/558-7232

Oklahoma Cross Country Series
8/23 Pooleville, OK
9/6 Stillwater, OK
9/27 Cogar, OK
10/4 Rose, OK
11/1 Braggs, OK
11/8 Hallett, OK
Info: 405/366-1051 or 405/390-5227

SRA West Series
7/18-19 Willow Springs, CA
8/15-16 Truckee, CA
9/18-20 Portland, OR
10/3-4 Willow Springs, CA
10/17-18 Willow Springs, CA
Info: 916/339-1778

FDTRA Championship Dirt Track Series
7/18 Orlando, FL
8/1 Orlando, FL
8/15 Orlando, FL
8/29 Orlando, FL
Info: 407/869-5388

Missouri Hare Scrambles Championship Series
7/19 Tebbetts, MO
8/2 Alton, MO
8/23 Diamond, MO
9/13 Smithville, MO
9/20 Park Hills, MO
10/11 Drexel, MO
10/18 Festus, MO
Info: 417/537-8406

Total Performance Racing Dirt Track Series
7/19 Oklahoma City, OK
7/25 Norton, KS
7/26 Tulsa, OK
8/30 Tulsa, OK
9/27 Tulsa, OK
10/25 Tulsa, OK
11/21 Glenpool, OK
11/22 Glenpool, OK
Info: 918/836-6999

International Old-Timers Motocross Series
7/25-26 Albany, OR
8/15-16 Trulsons, WA
9/5-6 Fernley, NV
Info: 253/840-0466 or www.seanet.com/~russr

Sunshine State MX Championship Series
7/19 Dade City, FL
7/26 Ona, FL
8/16 Orlando, FL
8/23 Reddick, FL
8/30 Dade City, FL
9/6 Ona, FL
9/13 Orlando, FL
Info: 352/242-2605

CMRRA 50cc/125cc C'ship Road Race Series
7/26 Palomar, CA
8/23 Riverside, CA
9/27 Palomar, CA
10/24-25 Rosamond, CA
11/22 Palomar, CA
12/13 Riverside, CA
Info: 909/674-5357

WSMC Road Race Series
7/18-19 Rosamond, CA, Rnd 7
8/15-16 Rosamond, CA, Rnd 8
9/19-20 Rosamond, CA, Rnd 9
10/17-18 Rosamond, CA, Rnd 10
11/14-15 Rosamond, CA, Rnd 11
12/19-20 Rosamond, CA, Rnd 12
Info: 805/256-1234

NCMRRA Road Racing Series
7/18-19 Sacramento, CA
8/14-16 Donner Ski Ranch, CA
9/12-13 Sacramento, CA
10/3-4 Sacramento, CA
10/31-11/1 Sacramento, CA
Info: 916/722-5517

Vintage Iron/Toyota Texas/AHRMA Spring MX Series
8/29 Tyler, TX
Info: 281/679-5764

CMC Sunstar Trans-Cal Motocross Nationals
South
9/13 Devore, CA, Rnd 1
9/20 Victorville, CA, Rnd 2
10/4 Palmdale, CA, Rnd 3
10/11 San Jacinto, CA, Rnd 4
North
8/22 Marysville, CA, Rnd 1
8/30 Carson City, NV, Rnd 2
9/6 Hollister, CA, Rnd 3
9/13 Livermore, CA, Rnd 4
Pacific Northwest
8/29 Albany, OR, Rnd 1
8/30 Albany, OR, Rnd 2
9/13 Yakima, WA, Rnd 3
Final Showdown
10/24-25 Marysville, CA
Info: 949/367-1141 or SPCMCMX@aol.com

GFI At Night Motocross Series
7/18 Perris, CA
7/25 Lancaster, CA
8/8 LACR, CA
8/15 Perris, CA
8/22 LACR, CA
8/29 Perris, CA
Info: 909/653-4042

Kansas MX Championships
8/9 Sterling, KS
9/13 Marion, KS
Info: 316/942-6527

KORR Hare Scrambles Championship Series
9/6 Wichita, KS
10/4 Sterling, KS
11/8 Marion, KS
11/22 Wichita, KS
12/6 Hillsboro, KS
Info: 316/942-6527

Virginia Championship Hare Scrambles Series
8/30 Danville, VA
9/6 Pulaski, VA
9/20 Middlebrook, VA
10/4 Martinsville, VA
10/11 Newport News, VA
11/1 Surry, VA
Info: 757/255-4620

KORR Motocross Championship Series
7/18 Hillsboro, KS
7/19 Marion, KS
8/9 Sterling, KS
8/22 Wichita, KS
8/30 Hillsboro, KS
9/13 Marion, KS
9/20 Hillsboro, KS
9/27 Inman, KS
10/11 Hillsboro, KS
10/25 Marion, KS
12/13 Sterling, KS
Info: 316/942-6527

Sunflower State Championship Series
7/25 Concordia, KS
9/6 Great Bend, KS
9/20 Lyndon, KS
9/27 Great Bend, KS
10/11 Lyndon, KS
Info: 785/842-8272

MRAN Desert Series
8/9 Ely, NV

8/23 Hiko, NV
10/17-18 Logandale, NV
11/7-8 Beatty, NV
11/21 Alamo, NV
Info: 702/437-6726

Silver State Desert Race Series
10/1-4 Vegas-to-Reno, NV, Rnd 3
12/4-6 Pahrump, NV, Rnd 4
Info: 702/457-5775 or www.bitd.com.

Silver State Golden State Motocross Series
7/18 Bishop, NV
7/24 Carson City, NV
8/1 Bishop, NV
8/14 Carson City, NV
8/22 Bishop, NV
9/3 Bishop, NV
Info: 702/267-4392

USRA Desert Series
8/29 Jericho, UT
9/12 Wells, NV
9/26 TBA
10/10 Price, UT
11/14 Knolls, UT

USRA & ZMA Motocross Series
8/1-2 Price, UT
8/22-23 Cedar City, UT
9/19-20 Ogden, UT
10/3-4 Rock Springs, WY
11/27-28 St. George, UT
Info: 801/966-4635 or 435/673-2444

MRA Roadracing Series
8/16 Pueblo, CO
8/29-30 Colorado Springs, CO
9/19-20 Steamboat Springs, CO
10/4 Mead, CO
Info: 303/530-5678 or 303/369-8409

Mid-Atlantic Vintage Trials Series
7/18 Farrandsville, PA
8/8 Toronto, OH
10/4 Toughkenamon, PA
Info: 410/775-7209

Georgia Championship Series
9/6 Dalton, GA
9/20 Bremen, GA
10/4 Macon, GA
10/11 Roberta, GA
10/25 Bremen, GA
Info: 912/788-0413

District 38/FRT Superstition Championship Series
7/25-26 Los Sahuaros, CA
8/1-2 Los Sahuaros, CA
8/22 Plaster City, CA
9/26 Lake Superstition, CA
10/11 Plaster City, CA
10/31 Lake Superstition, CA
11/22 Yuha, CA
12/6 Kamikaze Wash, CA
12/31 Plaster City, CA
Info: 619/427-5759

California Rough Scrambles Series
9/20 Madera, CA
10/4 Madera, CA
10/11 Madera, CA
10/25 Madera, CA
11/1 Madera, CA
11/8 Madera, CA
11/15 Madera, CA
11/22 Madera, CA
11/29 Madera, CA
Info: 209/661-0706

Chowchilla Dirt Track Championship Series
7/18 Chowchilla, CA
7/25 Chowchilla, CA
8/1 Chowchilla, CA
8/8 Chowchilla, CA
8/15 Chowchilla, CA
Info: 209/661-0706

VDTRA National Dirt Track Championship Series
7/19 Oklahoma City, OK
7/25 Norton, KS
8/3-4 Sturgis, SD
8/6 Rapid City, SD
8/7 Sturgis, SD
8/10-11 Stockton, KS
9/19 Muskogee, OK
9/20 Devils Bowl, TX
10/4 Las Vegas, NV
Info: 719/541-2741

Michigan State Fair Supercross Series
7/18 Charlotte, MI
7/23 Hastings, MI
7/30 Holland, MI
8/7 Sandusky, MI
8/21 Marshall, MI
8/28 Hudsonville, MI
9/11 Muskegon, MI
9/21 Centerville, MI
Info: 616/652-2292 or 616/924-5778

West Coast Stadiacross Series
10/2-3 Fresno, CA
10/16-17 San Diego, CA
11/13-14 San Francisco, CA
11/20-21-22 Reno, NV
Info: 702/267-4392

Texas Cross Country Racing Association
8/30 Penelope, TX
9/13 Rocky Ridge, TX
9/27 Gholson, TX
10/11 St. Joe, TX
Info: http://www.tccra.org

A.V. Stadium Cross Night Series
7/17 Lancaster, CA
7/24 Lancaster, CA
7/31 Lancaster, CA
Info: 805/942-6040

Nebraska Cornhusker Motocross Circuit
7/19 Friend, NE
7/26 McCook, NE
8/2 Stockton, KS
8/9 North Platte, NE
8/16 Friend, NE
8/23 McCook, NE
8/30 Friend, NE
9/13 Stockton, KS
9/20 Alma, NE
9/27 Douglas, NE
10/4 North Platte, NE
10/11 McCook, NE
10/18 Douglas, NE
Info: 308/345-3744 or 308/928-2503

JULY

S	M	T	W	T	F	S
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AUGUST

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30	31					

SEPTEMBER

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13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30			

* Denotes Pro Pay-Back

July 16-19

CANADA RALLY - Mosport Rally for Sport Bikes, Mosport Park, Ontario. Info: 905/655-5403 or supersho@idirect.com.

Thur, July 16

* OHIO MOTOCROSS - AMA, Madison County Fair, London. Info: 740/756-1267.

July 17-19

GEORGIA MOTORCYCLE RALLY - 13th annual British in The Blue Ridge Motorcycle Rally, Bald Mountain Campground, Hiawassee. Info: 770/953-4600 or 770/476-3852.

OREGON ROAD RACE - OMRRA Sprints, Formula USA Pro Race, Portland. Info: 503/221-1487.

Fri, July 17

CALIFORNIA SPEEDWAY - Fast Fridays Speedway Racing, Fan of the Week, Gold Country Fairgrounds, Auburn. Info: 530/878-7223.

CALIFORNIA MOTOCROSS - A.V. Stadium Cross Night Series, Lancaster. Info: 805/942-6040.

GEORGIA SUPERCROSS - High Falls Supercross, Night Race, High Falls. Info: 770/358-6111.

MICHIGAN MOTOCROSS - MRA, Night Race, Milan Cycle City, Milan. Info: 734/439-7735 or 734/241-1600 or www.racemra.com.

NEW YORK DIRT TRACK - New York Dirt Track, Accord Speedway, Accord. Info: 518/756-3633 or 914/626-3478.

OHIO SHORT TRACK - Lawrenceburg Motorcycle Speedway, Semi-Pro, Night Race, Cincinnati. Info: 513/662-7759 or 812/537-5299.

* WISCONSIN MOTOCROSS - AMA Stadium MX, State Championship Race, Lake Geneva Raceway, Bloomfield Road, Lake Geneva. Info: 815/728-0823.

July 18-19

CALIFORNIA ROAD RACE - Willow Springs Motorcycle Club, Rnd 7, Rosamond. Info: 805/256-1234.

PENNSYLVANIA ROAD RACE - Eastern American Roadracing Association, YSR Roadracing, New Bloomfield Kart Track, New Bloomfield. Info: 757/484-4688.

WEST VIRGINIA DUAL SPORT - Racer Productions Inc., Blackwater, Davis.

Sat, July 18

* CALIFORNIA MOTOCROSS - GFI, Night Race, Rnd 5, Perris Raceway, Perris. Info: 909/653-4042.

* CALIFORNIA ARENACROSS - On Trac Events, GSC Racing, Bishop Fairgrounds, Bishop. Info: 760/872-1570.

CALIFORNIA MOTOCROSS - Racing Enterprises Motorsports, Rnd 2, Summer Series, Glen Helen, San Bernardino. Info: 619/484-1441.

CALIFORNIA MOTOCROSS - CRC, Saturday Night Special, Los Angeles County Raceway, Palmdale. Info: 805/272-8889.

* CALIFORNIA SHORT TRACK - Stockton MC, AMA, Hillsfery Speedway, Newman. Info: 209/466-6781.

CALIFORNIA FLAT TRACK - Outlaw Dirt Tracker Club, AMA, Barona Speedway, San Diego. Info: 619/427-0979.

* CALIFORNIA MOTOCROSS - CMC, Moto West Racing, PJR, Club Moto MX Facility, Livermore. Info: 415/587-8678 or 510/443-6686.

CALIFORNIA SHORT TRACK - Budweiser and RS Racing, Chowchilla Fairgrounds, Chowchilla. Info: 209/661-0706.

COLORADO SUPERCROSS - SRAC, Concept Productions Inc., Colorado Springs. Info: 303/988-7722 or 303/989-7436.

FLORIDA DIRT TRACK - Dirt Track Racers Association, Orange County Raceway, Orlando. Info: 407/869-5388.

* FLORIDA MOTOCROSS - West Florida Motocross Park, Night Race, Milton. Info: 850/623-6038.

GEORGIA MOTOCROSS - Southern Raceway Motocross, Bainbridge. Info: 912/246-3607 or 912/246-5088.

INDIANA MOTOCROSS - Steeltown MX Park, Chrisney. Info: 812/925-8850 or 888/957-RACE or Aol-Jm109.

* NEVADA MOTOCROSS - Las Vegas Motocross Club, Night Race, New Las Vegas Motor Speedway, Las Vegas. Info: 702/565-7876 or www.vegasmotocross.com.

NORTH CAROLINA MOTOCROSS - East Bend Motocross, District 29, East Bend. Info: 336/699-3629.

OHIO MOTOCROSS - AMA, Dirt Country Raceway, South of Blanchester. Info: 513/625-7350 or 513/625-9987.

OHIO MOTOCROSS - MRA, Night Race, Delta Raceway, Delta. Info: 419/822-3006 or 734/241-1600 or www.racemra.com.

* OHIO MOTOCROSS - AMA, Franklin County Fair, Hilliard. Info: 740/756-1267.

OKLAHOMA MOTOCROSS - Nighttime National MX, Pro-Am Sports Inc., 304/284-0084.

UTAH GRAND PRIX - Jordan River Raceway Events, Salt Lake City. Info: 801/533-8499.

* WASHINGTON HALF MILE - District 27, Okanogan Washington Fairgrounds. Info: 253/845-8166.

WEST VIRGINIA MOTOCROSS - Mom's Mountain Inc., AMA, Mom's Mountain Race Park, Daniels. Info: 304/763-9133.

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F&S Harley-Davidson
AMA 1/2 Mile National
Dirt Track Race

Saturday, July 25, 1998
Eldora Speedway-Rossburg, Ohio

Practice 5:00
Time Trials 6:00
Races 8:00

Adult Tickets (15 Years & Older)
Reserved $20.00
General Admission $18.00
Kids 12 & Under Free
Kids 13-15 Years $10.00

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Yamalube Oils
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High Sierra Sports
O.T.M.X. Participants
OTHG Participants
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Dirt Bike Magazine

www.cyclenews.com

CRC 1998 California Race Schedule
100% PRO PAYBACK

Saturday July 18	Saturday Nite Special MX	LACR
Saturday July 25	Saturday Nite Special MX	LACR
Saturday Aug. 1	Saturday Nite Special MX	LACR
Saturday Aug. 8	GFI / CRC Motocross	LACR

Wed Nite Practice April 15 to Sept 23 • 4:00pm to 9:00pm
Fri Nite Practice June 5 to Sept 25 • 4:00pm to 9:00pm
CRC Info (805) 272-8889

GLEN HELEN RACEWAY PARK SAN BERNARDINO, CA
www.GlenHelen.com
CALL 24 HOURS FOR RACE & PRACTICE INFO (909) 880-3090

Thur., July	16	MX Practice 8:00am till DUSK
Fri., July	17	Stadiumcross Gate 4pm, Prac. 6pm, Race 7pm
Sat., July	18	MX Practice 8:00am till 2:00pm
Sun., July	19	Yamaha Dealer Series MX

Yamaha Dealer MX Series: July 19th
Friday Nite Stadiumcross: July 17th

The Peoria Motorcycle Club

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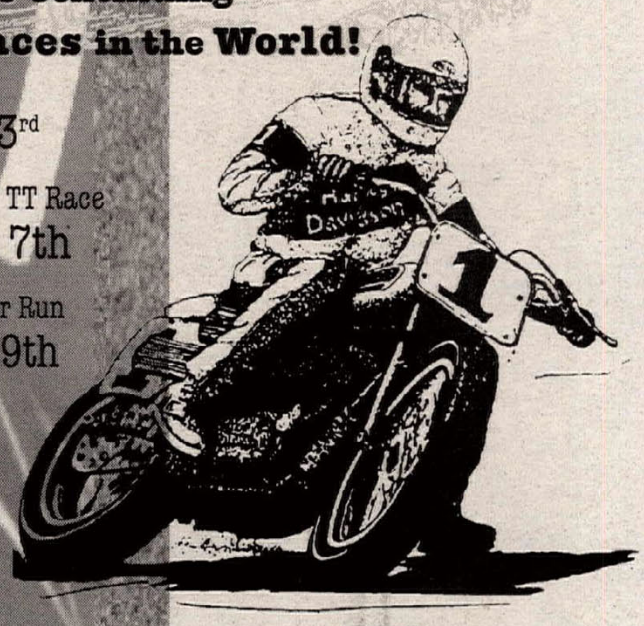
Everyone to the 50th Running Of the Oldest *Continuing* Dirt Track Races in the World!



Spring Poker Run
Sunday, May 3rd

National "Hot Shoe" TT Race
Sunday, June 7th

Ladies Auxiliary Poker Run
Sunday, July 19th

Peoria TT
Grand National
Championship
Sunday,
August 2nd

Grand National Weekend
Friday, July 31st thru
Sunday, August 2nd

Bruce's 62nd Annual
Turkey Run (Poker Run)
Sunday, September 20th

AHRMA Vintage Racing
Septemmber 26th & 27th

For Further Information:
Call the **Peoria Convention & Visitors Bureau at**
1-800-747-0302 or the PMC at (309) 697-4981

PMC PEORIA 50 GRAND NATIONAL TT CHAMPIONSHIP

AMA PEORIA MOTORCYCLE CLUB

PEPSI

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AMA

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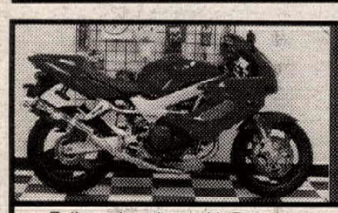
Orange County Fairgrounds
Costa Mesa, california
Info: (949) 492-9933
www.wient.com/speedway
e-mail: speedway@wient.com

Sat., July 18	NO RACING AT COSTA MESA SPEEDWAY
Sat., July 25	NO RACING AT COSTA MESA SPEEDWAY
Sat., Aug. 1	Auto Trader Summer Season Opener (Speedway,Midgets, P.W. 50's and Classic Cars)
Sat., Aug. 8	Speedway, Sidecars & P.W. 50's



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NEVADA Sept. 18-20 limited entries

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CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. **Calendar listings cannot be accepted over the phone**; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event. **FAX - 714-436-9574**

Sun, July 19

CALIFORNIA ROAD RIDE - Informal LA Harley HOG Chapter Ride to the Swallows Inn. Info: 562/408-6088.

CALIFORNIA SUPER MOTARD/SUPERBIKER - Battle Trax Series, Buell, Santa Monica Airport, Museum of Flying, Los Angeles. Info: 310/392-8822 or http://www.FastDates.com.

CALIFORNIA MOTORCYCLE SHOW - Los Angeles Mikuni Calendar Bike Show, Santa Monica Airport, Museum of Flying, Los Angeles. Info: 310/392-8822 or http://www.Fastdates.com.

* CALIFORNIA MOTOCROSS - GFI Racing, Hollister Hills GP Track, Hollister. Info: 209/656-9682.

FLORIDA MOTOCROSS - ProSports USA, Sunshine State MX Championship Series, Dade City Raceway, Dade City. Info: 352/242-2605.

* GEORGIA MOTOCROSS - AMA, Heat Stroke Series, Rnd 2, Paradise Off-Road Park, Macon. Info: 912/475-5711 or 476-8758.

ILLINOIS MOTORCYCLE SHOW - J&P Promotions, 13th annual Motorcycle Parts and Ride-In Bike Show, Will County Fairgrounds, Peotone. Info: 319/462-6011.

ILLINOIS HARE SCRAMBLES - Mid-South Summer Series, Jonesboro. Info: 615/859-0873 or www.msws.org.

MISSOURI HARE SCRAMBLES - Missouri Hare Scrambles Championship Series, Show-Me Motorsports. Info: 573/295-4324.

NEW MEXICO MOTOCROSS - NMCC & AMA Motocross at Moriarty. Info: 505/888-7312.

NEW YORK HARE SCRAMBLES - Western New York Off-Road Association, Wayne County MC. Info: 315/331-4764 or 315/331-6649.

* NORTH CAROLINA MOTOCROSS - Ballzee Grand Championship, Side By Side Racing, Rolling Hills Cycle Park, Reidsville. Info: 336/342-1037 or 342-9027.

* OHIO HARE SCRAMBLES - AMA, District 11, Dynamic Promotions, Constitution Ridge, Belpre. Info: 740/593-6704.

OHIO POKER RUN - AMA, Dayton Motorcycle Club, Special Wish Charity Ride, Dayton. Info: 937/263-9321.

* OKLAHOMA HALF MILE - Total Performance Racing, Oklahoma State Fairgrounds, Oklahoma City. Info: 918/836-6999.

PENNSYLVANIA MOTOCROSS - Sleepy Hollow MX Park, Fredericksburg. Info: 717/273-1180 or 717/865-5530.

PENNSYLVANIA HARE SCRAMBLES - Racer Productions Inc., Summer Series, Brownsville Luzerne Park, Brownsville. Info: 304/284-0084.

VIRGINIA MOTOCROSS - Victory Sports Racing, AMA Virginia State Championship, Pro Sport MX, Wytheville. Info: 423/323-5497 or www.victory-sports.com.

WASHINGTON SHORT TRACK - AMA, District 27, Dirt Track Series, ORV. Info: 425/745-4010.

WISCONSIN DIRT TRACK - Premier Racing Productions and Southeastern Short Trackers, Wilmont Speedway, Wilmont. Info: 414/353-5920 or 847/838-RACE.

* WISCONSIN MOTOCROSS - AMA, District 16 and Triplecross points, Lake Geneva Raceway, Lake Geneva. Info: 815/728-0823.

Mon, July 20

* OHIO MOTOCROSS - AMA, Adams County Fair, West Union. Info: 740/756-1267.

Tues, July 21

* ILLINOIS ARENACROSS - Little Egypt Off-Road MC, Saline County Fairgrounds, Harrisburg. Info: 618/252-2062.

* OHIO MOTOCROSS - AMA, Perry County Fair, New Lexington. Info: 740/756-1267.

Wed, July 22

* NEW YORK ARENACROSS - Frozen Ocean Motocross Park Inc., Night Race, Auburn. Info: 315/784-5466 or 784-5517.

Thur, July 23

* CALIFORNIA MOTOCROSS - GFI Racing, The Merced Power Sport Supercross race, Merced Fair, Merced. Info: 209/656-9682.

July 24-25

NOVA SCOTIA VINTAGE TT - British Cycle Supply Company, 1998 Atlantic Vintage TT, CMA, 5th annual British Cycle Supply, Atlantic Motorsport Park, Shubenacadie. Info: 902/542-7478.

Fri, July 24

CALIFORNIA SPEEDWAY - Fast Fridays Speedway Racing, North/South, The Civil War of Speedway, Gold Country Fairgrounds, Auburn. Info: 530/878-7223.

* CALIFORNIA MOTOCROSS - K-B Racing Promotions, Night Race, Sacramento Raceway, Sacramento. Info: 916/682-6123.

CALIFORNIA MOTOCROSS - A.V. Stadium Cross Night Series, Lancaster. Info: 805/942-6040.

MICHIGAN MOTOCROSS - MRA, Night Race, Milan Cycle City, Milan. Info: 734/439-7735 or 734/241-1600 or www.racemra.com.

* NEVADA MOTOCROSS - On Trac Events, CMC, Night Race, Silver State Raceway. Info: 702/267-4392.

* NEVAD ARENACROSS - On Trac Events, GSC Racing, Silverstate Raceway, Carson City. Info: 702/267-4392.

OHIO SHORT TRACK - Lawrenceburg Motorcycle Speedway, Semi-Pro, Night Race, Cincinnati. Info: 513/662-7759 or 812/537-5299.

* WISCONSIN MOTOCROSS - AMA Stadium Motocross, Suzuki Contingency Night, Lake Geneva Raceway, Bloomfield Road, Lake Geneva. Info: 815/728-0823.

* WYOMING SUPERCROSS - Park County Supercross, 1st annual, Park County Fair, Powell. Info: 307/754-2915 or 406/256-2124.

July 25-26

* IDAHO MOTOCROSS - Wild West Nationals, Idaho Fairgrounds, Rupert. Info: 208/436-7071.

* MICHIGAN MOTOCROSS - AMA, District 14, Dirt Riders Motorsports, Log Road, Bronson. Info: 419/636-5430.

* MONTANA HILLCLIMB - Billings Motorcycle Club, Great American Hillclimb, AMA, District 15, BMC club grounds, Billings. Info: 406/252-5588 or www.bigsmotoclub.org.

OREGON MOTOCROSS - International Old-Timers MX Association, Oregon Chapter, Portland. Info: 503/257-0871.

UTAH MOTOCROSS - ZMA, Motocross Cedar Raceway, Cedar. Info: 435/673-0368.

Sat, July 25

ALABAMA MOTOCROSS - AMA, Kilpatrick Motocross, Albertville. Info: 256/561-3495.

* CALIFORNIA MOTOCROSS - GFI, Night Race, Rnd 6, Lancaster MX, Lancaster. Info: 909/653-4042.

CALIFORNIA MOTOCROSS - CMXR, 1998 Spring MX Series, Rnd 8, Carlsbad Raceway, Carlsbad. Info: 888/550-MOTO or www.carlsbadmx.com.

CALIFORNIA MOTOCROSS - Marysville MX, Night Race, Riverfront Park, Marysville. Info: 916/695-2727 or htpp://www.jps.net/motox/index.htm.

CALIFORNIA MOTOCROSS - CRC, Saturday Night Special, Los Angeles County Raceway, Palmdale. Info: 805/272-8889.

CALIFORNIA SHORT TRACK - Stockton MC, AMA, Hillsfery Speedway, Newman. Info: 209/466-6781.

CALIFORNIA MOTOCROSS - Racing Enterprises Motocross, Rnd 3, Summer Series, Glen Helen, San Bernardino. Info: 619/484-1441.

* CALIFORNIA DIRT TRACK - San Diego Flat Track Association, Temecula Speedway, Temecula. Info: 619/277-1591.

CALIFORNIA SHORT TRACK - Budweiser and RS Racing, Chowchilla Fairgrounds, Chowchilla. Info: 209/661-0706.

* DELAWARE SHORT TRACK - Delaware Motorsports Inc., Seaford Speedway, Seaford. Info: 302/422-8661.

GEORGIA MOTOCROSS - Southern Raceway Motocross, Bainbridge. Info: 912/246-3607 or 912/246-5088.

* GEORGIA SUPERCROSS - Wings and Wheels, Southeastern Supercross Shoot-Out Series, Bremen Race Park, Bremen. Info: 770/941-8464 or Dirtman23@aol.com.

* ILLINOIS HALF MILE - Prairie Thunder MC, AMA, District 17, Menard County Fairgrounds, Petersburg. Info: 217/632-3857 or mcdevitt4@juno.com.

INDIANA DIRT TRACK - AMA, Semi-Pro, FTR, District 15, Night Race, Indiana State Championship, Bunker Hill Speedway, Bunker Hill. Info: 219/486-7172.

IOWA HALF MILE - Unlimited Promotions, Rnd 2, Des Moines. Info: 515/265-8388.

* KANSAS HALF MILE - Total Performance Racing, Norton Fairgrounds, Norton. Info: 918/836-6999.

NEBRASKA SHORT TRACK - Norfolk Short Track, First Street & Benjamin Avenue, Norfolk. Info: 402/887-5380 or jghix@bloomnet.com.

* NEVADA MOTOCROSS - Moto-X-West, Reno OTHG, Night Race, Rnd 4, Fernley International Raceway, Fernley. Info: 702/331-6568 or jaja@aosisol.com.

NEVADA ROAD RACE - MRAN, Night Race, Las Vegas. Info: 702/453-6637.

* NEW YORK SPEEDWAY - New Champion Speedway, Legends of Speedway, Owego. Info: 716/227-2223 or speedway.everyware.com/owego_ny.html.

NEW YORK DIRT TRACK - New York Dirt Track, Accord Speedway, Accord. Info: 518/756-3633 or 914/626-3478.

* NORTH CAROLINA MOTOCROSS - Daniels Ridge Spring/Summer Series, Taylorsville. Info: 704/758-4342.

NORTH CAROLINA MOTOCROSS - East Bend Motocross, District 29, East Bend. Info: 336/699-3629.

* NORTH CAROLINA SUPERCROSS - NAME, Under The Lights Series, Rolling Hills Cycle Park, Reidsville. Info: 336/342-4492.

* OHIO MOTOCROSS - D&D Motocross, Dunlop/FMF Amateur Day, Troy. Info: 937/335-4763.

* OHIO STADIUM MOTOCROSS - CRA, Western Reserve MC, Night Race, Salem. Info: 330/337-8005.

OHIO MOTOCROSS - MRA, Night Race, Wheelie King Contest, Delta Raceway, Delta. Info: 419/822-3006 or 734/241-1600 or www.racemra.com.

WASHINGTON SHORT TRACK - AMA, District 27, Dirt Track Series, Hannegan. Info: 425/745-4010.

Sun, July 26

CALIFORNIA GRAND PRIX - SRA GP, Glen Helen, San Bernardino. Info: 714/957-2985.

CALIFORNIA MOTOCROSS - CMMC, Rnd 11, Barona Oaks. Info: 760/752-8252.

CALIFORNIA DUAL SPORT RIDE - AMA, District 37, Chaparrals MC, Jawbone Canyon Store, Mojave. Info: 562/804-4071.

* COLORADO MOTOCROSS - Rocky Mountain Motocross Association, Semi-Pro with Youth/ATV, Sweney Cycle Park, Brush. Info: 303/271-0190 or 719/473-6723.

FLORIDA MOTOCROSS - ProSports USA, Sunshine State MX Championship Series, Sun State Raceway, Ona. Info: 352/242-2605.

* FLORIDA ROAD RACE - CCS, Moroso Motorsports Park, West Palm Beach. Info: 561/793-3394.

* GEORGIA MOTOCROSS - AMA, Rnd 3, Heat Stroke '98 Series, Aonia Pass Motocross, Washington. Info: 706/678-3737 or 678-3733.

* GEORGIA MOTOCROSS - CRC Inc., Camden Racing Complex, Woodbine. Info: 912/576-3000.

MARYLAND TRAIL RIDE - Western Maryland Off-Road Riders, Cliffside Off-Road Park, Rawlings. Info: 301/724-6738.

* MISSISSIPPI MOTOCROSS - Motocross 886, Rnd 4, Pontotoc. Info: 601/489-8316.

* NEW YORK MOTOCROSS - Hunt Motocross Park, NYS Challenge Series, Rnd 4, WNYSC, Robinson Road, Hunt. Info: 716/476-2697.

OHIO HARE SCRAMBLES - CRA, Salem Motorcycle Club Inc., Lisbon. Info: 330/482-2971 or 332-9465.

* OHIO MOTOCROSS - Pro National, D&D Motocross, F&S Racing Mazda Pro National, Troy. Info: 937/335-4763.

OHIO MOTOCROSS - Iron Man Gran Prix Motocross, Delta Raceway, Delta. Info: 419/822-3006 or 734/241-1600 or www.racemra.com.

* OHIO MOTOCROSS - CRA, Ohio International Raceway, Ravenna. Info: 330/369-5993.

* OKLAHOMA DIRT TRACK - Total Performance Racing, Tulsa Speedway, Tulsa. Info: 918/836-6999.

* OREGON MOTOCROSS - Warner Racing, Wallowa Mountain Motocross, Enterprise. Info: 541/426-6284.

PENNSYLVANIA MOTOCROSS - Flying Dutchmen MC Inc., Pine Grove. Info: 717/345-6340 or 717/345-8734.

PENNSYLVANIA ENDURO - Brandywine ECEA, Crossfork. Info: 610/582-2357.

* TENNESSEE MOTOCROSS - AMA, Five Oaks Motocross, Sale Creek. Info: 423/332-9092.

TEXAS HARE SCRAMBLES - Texas Championship Hare Scrambles Series, Conroe. Info: 409/732-9171.

* VIRGINIA MOTOCROSS - AMA, District 13, Ballzee Grand Championship Series, Birch Creek Motorsports Park, Danville. Info: 804/724-4392.

* WASHINGTON MOTOCROSS - AMA, District 27, Seattle Motorcycle Club, Jolly Rogers Motorway, Kent. Info: 253/756-2187 or http://www.geocities.com/motorcity.

* WYOMING MOTOCROSS - SRAC, 17th round of the MX Series, Cheyenne Cycle Club, Cheyenne. Info: 303/988-7722 or 303/989-7436.

Mon, July 27

OHIO MOTOCROSS - AMA, Dirt Country Raceway, South of Blanchester. Info: 513/625-7350 or 513/625-9987.

July 28-Aug 1

OKLAHOMA MOTOCROSS - NMA 23rd annual Grand Nationals of Motocross, Ponca City. Info: 909/657-6834.

Tues, July 28

* NORTH CAROLINA SHORT TRACK - AMA, Pro-Am, 600 Pro-Sport/Expert, GNC only, FTR, Charlotte Motor Speedway, Concord. Info: 219/486-7172

July 30-31

* WASHINGTON MOTOCROSS - AMA, AM Days, Washougal MX Park, Washougal. Info: 541/673-1671.

Thur, July 30

IOWA HALF MILE - Unlimited Promotions, Rnd 3, Southern Iowa Fair, Oskaloosa. Info: 515/265-8388.

Fri, July 31

CALIFORNIA SPEEDWAY - Fast Fridays Speedway Racing, Fan of the Week, Gold Country Fairgrounds, Auburn. Info: 530/878-7223.

CALIFORNIA MOTOCROSS - A.V. Stadium Cross Night Series, Lancaster. Info: 805/942-6040.

GEORGIA SUPERCROSS - High Falls SX, Night Race, High Falls. Info: 770/358-6111.

MICHIGAN MOTOCROSS - MRA, Night Race, Milan Cycle City, Milan. Info: 734/439-7735 or 734/241-1600 or www.racemra.com.

OHIO SHORT TRACK - Lawrenceburg Motorcycle Speedway, Semi-Pro, Night Race, Cincinnati. Info: 513/662-7759 or 812/537-5299.

OHIO MOTOCROSS - Blendzall Night, Malvern Motocross Park, Night Race. Info: 330/262-4945.

WASHINGTON SHORT TRACK - AMA, District 27, Dirt Track Series, Rainier. Info: 425/745-4010.

* WISCONSIN MOTOCROSS - AMA Stadium MX, Nielsen Entertainment, Pro-Challenge Series, Lake Geneva Raceway, Bloomfield Road, Lake Geneva. Info: 815/728-0823.

Sat, Aug 1

* CALIFORNIA SPEEDWAY - International Speedway, Auto Trader Summer Season Opener, Orange County Fairgrounds, Costa Mesa. Info: 714/492-9933 or www.wient.com/speedway.

* CALIFORNIA ARENACROSS - On Trac Events/GSC Racing, Bishop Fairgrounds, Bishop. Info: 760/872-1570.

CALIFORNIA MOTOCROSS - Racing Enterprises Motorsports, Rnd 4, Summer Series, Glen Helen, San Bernardino. Info: 619/484-1441 or 619/484-7056.

CALIFORNIA MOTOCROSS - Los Angeles County Raceway, Saturday Night Special, CRC Mini Nationals, Palmdale. Info: 805/272-8889.

* CALIFORNIA MOTOCROSS - CMC, Moto West Racing, PJR, Club-Moto MX Facility, Livermore. Info: 415/587-8678 or 510/443-6686.

CALIFORNIA MOTOCROSS - AHRMA, Southwest Vintage Racing Group, Perris Raceway, Perris. Info: 909/929-6772.

CALIFORNIA SHORT TRACK - Budweiser and RS Racing, Chowchilla Fairgrounds, Chowchilla. Info: 209/661-0706.

* DELAWARE SHORT TRACK - Delaware Motorsports Inc., Night Race, Seaford Speedway, Seaford. Info: 302/422-8661.

FLORIDA DIRT TRACK - Floridia Dirt Track Racers Association, Orange County Raceway, Orlando. Info: 407/869-5388.

* FLORIDA MOTOCROSS - West Florida Motocross Park, Night Race, Milton. Info: 850/623-6038.

* KENTUCKY STADIUM MOTOCROSS - KTMXA, Paris Dirt Trackers Inc., Paducah Chiefs Race Park, Paducah. Info: 901/642-0511.

* NEVADA MOTOCROSS - Las Vegas Motocross Club, Night Race, New Las Vegas Motor Speedway, gate one, Las Vegas. Info: 702/565-7876 or www.vegasmotocross.com.

NEW YORK DIRT TRACK - New York Dirt Track, Accord Speedway, Accord. Info: 518/756-3633 or 914/626-3478.

NORTH CAROLINA MOTOCROSS - 4th annual 226 Motocross, Blue Ridge Yamaha. Info: 828/652-3758.

NORTH CAROLINA MOTOCROSS - East Bend Motocross, AMA, District 29, East Bend. Info: 336/699-3629.

OHIO MOTOCROSS - MRA, Night Race, Delta Raceway, Delta. Info: 419/822-3006 or 734/241-1600 or www.racemra.com.

* OHIO SUPERCROSS - Action Sports, AMA, Nelsonville. Info: 740/594-6686.

* OKLAHOMA MOTOCROSS - Pro-Am Sports Inc., Motorcycle Raceway, Oklahoma City. Info: 405/737-2468.

* WASHINGTON MOTOCROSS - AMA, Washougal Motocross Park, Washougal. Info: 541/673-1671.

WASHINGTON SHORT TRACK - AMA, Disctrict 27, Dirt Track Series, Rainier. Info: 425/745-4010.

* WEST VIRGINIA MOTOCROSS - Mom's Mountain Inc., AMA, Mom's Mountain Race Park, Daniels. Info: 304/763-9133.

Sun, Aug 2

CALIFORNIA MOTOCROSS - 101 Bowl MX Park, King City Fairgrounds, King City. Info: 408/385-3243.

* COLORADO MOTOCROSS - SRAC, 18th round of the MX Series, Wild Rat Raceway, Colorado Springs. Info: 303/988-7722 or 303/989-7436.

KENTUCKY HARE SCRAMBLES - AMA, Eagle Creek Park, Mason Lane, Owenton. Info: 606/472-3442.

KENTUCKY HARE SCRAMBLES - Mid-South Summer Series, Saddleback East. Info: 615/859-0873 or www.msws.org.

* MARYLAND MOTOCROSS - AMA, District 7, Budds Creek MX Park, Budds Creek. Info: 301/475-2000 or www.buddscreek.com.

* MICHIGAN HILL CLIMB - AMA, Muskegon Motorcycle Club, Mount Garfield, Muskegon. Info: 616/728-4153.

MISSOURI HARE SCRAMBLES - Missouri Hare Scrambles Championship Series, Crowley's Ridge Dirt Riders. Info: 417/537-8406.

NEW YORK HARE SCRAMBLES - Western New York Off-Road Association, Square Deal Riders, Greene. Info: 607/722-6195.

* NORTH CAROLINA MOTOCROSS - Devil's Ridge, Fall Series, District 29, AMA, Sanford. Info: 919/776-1767.

OHIO MOTOCROSS - Sunset Ramblers, Motorcycle Club of Galion. Info: 419/562-6931.

OHIO MOTOCROSS - AMA, Dayton Motorcycle Club, Dayton. Info: 937/263-9321.

PENNSYLVANIA MOTOCROSS - Sleepy Hollow MX Park Inc., Fredericksburg. Info: 717/273-1180 or 717/865-5530.

* TENNESSEE MOTOCROSS - AMA, Five Oaks Motocross, Sale Creek. Info: 423/332-9092.

Aug 3-8

TENNESSEE MOTOCROSS - AMA, WML, Amateur Nationals, Nashville. Info: 949/837-2206.

Aug 7-9

NEW POKER RUN - District 4 Tour Weekend, AMA, Wayne County Motorcycle Club Inc., Bristol Woodlands Campground, Bristol Center. Info: 315/597-6293.

Fri, Aug 7

CALIFORNIA SPEEDWAY - Fast Fridays Speedway Racing, Challenge #5, Fan of the Week, Gold Country Fairgrounds, Auburn. Info: 530/878-7223.

GEORGIA SUPERCROSS - High Falls SX, Night Race, High Falls. Info: 770/358-6111.

MICHIGAN MOTOCROSS - MRA, Night Race, MX Freestyle Competition, Milan Cycle City, Milan. Info: 734/439-7735 or 734/241-1600 or www.racemra.com.

OHIO SHORT TRACK - Lawrenceburg Motorcycle Speedway, Semi-Pro, Night Race, Dearborn County Fairgrounds. Info: 513/662-7759 or 812/537-5299.

* WISCONSIN STADIUM MOTOCROSS - AMA, Suzuki Contingency, Mac Night, Lake Geneva Raceway, Lake Geneva. Info: 815/728-0823.

Aug 8-9

CALIFORNIA DUAL SPORT RIDE - AMA, District 37, Big Bear Trail Riders, Snow Summit Ski Resort, Big Bear Lake. Info: 909/866-1502.

Sat, Aug 8

CALIFORNIA ROAD RIDE - Los Angeles Harley HOG Chapter ride to the Swallows Inn. Info: 562/408-6088.

* CALIFORNIA MOTOCROSS - GFI Racing, GFI at Night MX Series, Rnd 7, Yamaha Contingency LACR, Palmdale. Info: 909/653-4042.

* CALIFORNIA SPEEDWAY - International Speedway, Stanley Exhaust Tech Night, Orange County Fairgrounds, Costa Mesa. Info: 714/492-9933 or www.wient.com/speedway.

CALIFORNIA MOTOCROSS - Racing Enterprises Motorsports, Rnd 5, Summer Series, Glen Helen, San Bernardino. Info: 619/484-1441 or 619/484-7056.

CALIFORNIA MOTOCROSS - Los Angeles County Raceway, CRC Mini Nationals, Palmdale. Info: 805/272-8889.

CALIFORNIA SHORT TRACK - Budweiser and RS Racing, Chowchilla Fairgrounds, Chowchilla. Info: 209/661-0706.

* DELAWARE SHORT TRACK - Delaware Motorsports Inc., Night Race, Seaford Speedway, Seaford. Info: 302/422-8661.

INDIANA MOTOCROSS - Dash For Cash, Steeltown Motocross Park, Chrisney. Info: 888/957-RACE or 812/925-8850.

* MONTANA SUPERCROSS TRACK - Rainbow Motorsports Complex, Great Falls. Info: 406/739-4437 or 761-6811.

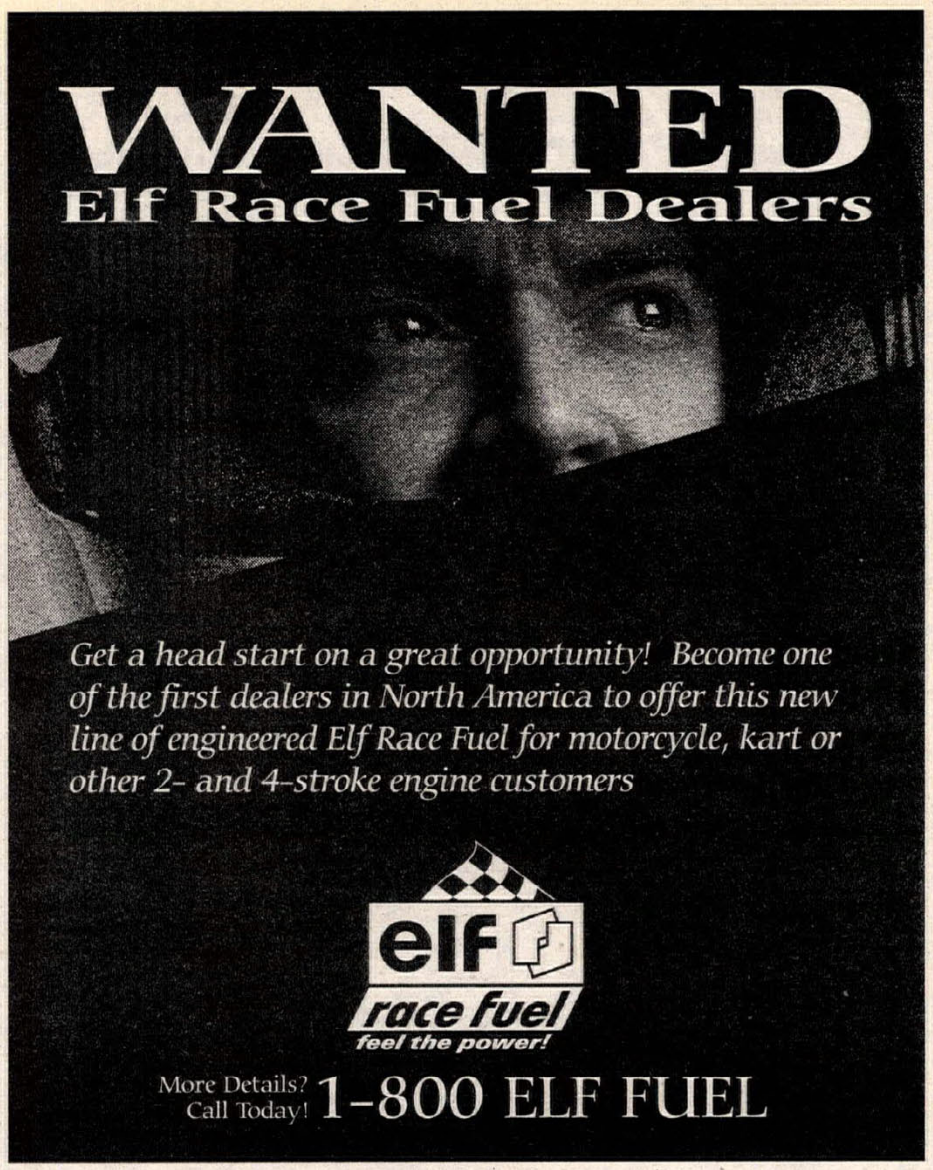
NEVADA MOTOCROSS - Summer Night Motocross Series, Rnd 5, Fernley International Raceway, Fernley. Info: 702/423-8226 or jaja@aosisol.com.

NEVADA HARE SCRAMBLES - Coyotes MC, MRAN, Ely. Info: 702/289-8254.

NEW YORK GRAND PRIX - NYS Off-Road Grand Prix Championship Series, Langford Speedway, Langford. Info: 716/825-8720.

NEW YORK DIRT TRACK - New York Dirt Track, Accord Speedway, Accord. Info: 518/756-3633 or 914/626-3478.

* NEW YORK SPEEDWAY - New Champion Speedway, USA vs/ Canada, Owego. Info: 716/227-2223 or speedway.everyware.com/owego_ny.html.



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Event Dates & Information numbers updated every week in Calendar.

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125cc Pro 1st Place $600.00
250cc Pro 1st Place $1200.00
Amateur 1st Place 42" Trophies
Entries & Information Contact:
Tom Miller (307) 754-2915
Mike Armstrong (406) 256-2124

Competition Park Motocross
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TWO TRACKS - MAIN & PEE WEE
On RAMONA EXPY 3 miles east of I-215
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OTHER EVENTS IN ADDITION TO STARWEST SANCT BY NMA

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Call 734-241-1600
for 1998 Racing Schedule

OVER the HILL GANG
JULY 25 Perris Raceway -Night Race. OTHG race only.
Gates open at 2:00, Practice at 3:00, Race at 4:00 PM.
August 8-9 RACE NOT CONFIRMED YET
The Ultimate 30+ Vet MX Club
Info: (562) 864-6875 (714) 680-8643

SRA GP California Schedule
Members / Non Members
July 26 SRA GP
Glen Helen, San Bernardino, CA
Info (714) 957-2985

cma (209) 673-8080
Bounty Hunter Series
Sat., July 18 Los Banos, CA
Sat., July 25 Los Banos, CA
Sat., Aug. 1 Los Banos, CA

JACKPINE Gypsies M/C

STURGIS, SOUTH DAKOTA MOTORCYCLE RACING & TOURS

July 6	Dice Run
July 11	Short Track Racing: Featuring Go-Karts & Motorcycles
July 12	Motocross Racing
July 25	Short Track Racing: Featuring Go-Karts & Motorcycles
August 2-8	Rally & Races
August 29	Short Track Racing: Featuring Go-Karts & Motorcycles
August 30	Motocross Racing
September 5-7	Road Ride
September 12	Short Track Racing: Featuring Go-Karts & Motorcycles
September 13	Motocross Racing

1998 Rally & Races Schedule

August 2	Motocross Racing @ 10:00 AM
August 3	Amateur Hillclimb @ 12:00 Noon Amateur Short Track @ 8:00 PM
August 4	AMA National Gypsy Tour @ 9:00 AM Motorcycle Rodeo @ 12:00 Noon Pro/Am Short Track @ 8:00 PM
August 5	Southern Hills Tour @ 9:00 AM Motorcycle Rodeo @ 12:00 Noon
August 6	1/2 Mile Marathon Pro/Am VDTRA National Championship *Sturgis Fairgrounds*- Heats & Semi's begin @ 11:00 AM
August 7	Pro Hill Climb @12:00 Noon Pro Short Track @ 8:00 PM
August 8	Pro/Am Short Track @ 8:00 PM

605-347-3418 • Box 627 Sturgis, SD 57785

gypsies@dtgnet.com • www.jackpine-gypsies.com

Racing on the Tube July Broadcasts

All times shown are Eastern. ESPN2, Fox Sports Net and SPEEDVISION listed below.

Networks frequently modify program schedules. Consult your local cable listings to confirm broadcast dates and times. Cycle News is not responsible for errors in scheduling.

7/16/98	6:30 PM	MotoWorld	ESPN2
7/17/98	9:00 PM	AMA 750cc Supersport - Laguna Seca	Speed
7/17/98	10:00 PM	FIM World GP 250 - Holland	Speed
7/18/98	1:00 PM	Buchanan, MI Motocross	ESPN2
7/19/98	12:00 PM	MotoWorld (R)	ESPN2
7/19/98	12:30 PM	Formula USA MCTV - Pikes Peak	Speed
7/19/98	2:00 PM	AMA Superbike - Mid Ohio (Live)	Speed
7/19/98	4:00 PM	FIM World GP 125 - Holland	Speed
7/19/98	6:00 PM	AMA 600 Supersport-Mid Ohio (Same day delay)	Fox
7/19/98	6:00 PM	Canadian Biker TV	Speed
7/19/98	10:00 PM	FIM World GP 500 - Germany (Same day delay)	Speed
7/21/98	7:00 PM	Bike Week - Wing Ding	Speed
7/21/98	8:00 PM	AMA Formula Extreme - Mid Ohio	Speed
7/21/98	10:00 PM	FIM World Supersport - Brazil	Speed

AT= American Thunder *If you are unable to get ESPN2, Fox Sports Net, or SPEEDVISION, contact your local cable company .*

CMC Racing - 714/367-1141

CMC Sunstar Trans-Cal Motocross Nationals

1 No	Aug.	22 nd	Riverfront Park, Marysville, CA
1 PN	Aug.	29 th	Albany SX Track, Albany, OR
2 PN	Aug.	30 th	Albany SX Track, Albany, OR
2 No	Aug.	30 th	Silverstate Racwy, Carson City, NV
3 No	Sept.	6 th	Hollister Hills SVRA, Hollister, CA

Info: (949) 367-1141 or e-mail SPCMCMX@aol.com

"Race with the Best"

REM Saturday MX
at Glen Helen Raceway
Summer Series
Round #2 July 18
No Membership Required!-New Motocross Racetrack.
For Info [619] 484-1441

GNC MX SEASON
STARTS IN SEPTEMBER
WATCH FOR DATES
Call: 214-351-9900
www.gncmx.com
Suz • Yam • Kaw • Factory Contingencies Available
GNC MOTOCROSS

NMA
REGIONAL & NATIONAL SANCTIONS-LICENSE INFORMATION
(562) 868-8112
(909) 657-6782
P.O. Box 46
NORWALK, CA 90650
National Motosport Association

GFI RACING (909) 653-4042
A Rider for the Riders
Southern Region

Wed.,	July	15	Wednesday Practice (3pm-DUSK)	Perris
Fri.,	July	17	Friday Night Practice (5pm-10pm)	Perris
Sat.,	July	18	GFI Night MX Series Round 5	Perris
Wed.,	July	22	Wednesday Practice (3pm-DUSK)	Perris
Sat.,	July	25	GFI Night MX Series Round 6	Perris

GFI RACING (209) 656-9682
A Rider for the Riders
Northern Region

Thurs.,	July	23	The Merced Power Sport SuperCross race at Merced Fair Merced, CA
Sun.,	Aug.	9	Hollister Hills GP Track, Hollister, CA
Sun.,	Aug.	23	Hollister Hills GP Track, Hollister, CA

Saturday Practice 8am - 2pm prior to race events

WSM WILLOW SPRINGS MOTORCYCLE CLUB
Motorcycle Road Racing on "The Fastest Track in the West"
Motorcycle Road Racing
3rd Sunday every month
Next Event - July 18 & 19
INFO (805) 256-1234
http://members.aol.com/racewsmc

KTM MOTORCYCLES Oakland Sport Center
PARTS IN STOCK
4232 Dixie Hwy. Waterford, MI 48329
(248) 673-3366 (248) 673-8144 FAX
UPS Daily

CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. **Calendar listings cannot be accepted over the phone**; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event. **FAX - 714-436-9574**

NORTH CAROLINA MOTOCROSS - East Bend Motocross, AMA, District 29, East Bend. Info: 336/699-3629.

* NORTH CAROLINA SUPERCROSS - NAME, Under The Lights Series, Rolling Hills Cycle Park, Reidsville.Info: 336/342-4492.

OHIO MOTOCROSS - Dirt Country Raceway, AMA. Info: 513/595-5925 or 513/625-9987.

* OHIO MOTOCROSS - Malvern Motocross Park, Wiseco Piston Weekend, Night Race, Malvern. Info: 330/262-4945.

OHIO MOTOCROSS - MRA, Night Race, Delta Raceway, Delta. Info: 419/822-3006 or 734/241-1600.

* OKLAHOMA MOTOCROSS - Pro-Am Sports Inc., Motorcycle Raceway, Oklahoma City. Info: 405/737-2468.

* PENNSYLVANIA SHORT TRACK - AMA, Trail-Way Speedway, Hanover. Info: 717/359-4310.

WASHINGTON TT - AMA, District 27, Dirt Track Series, Castle Rock. Info: 425/745-4010.

Sun, Aug 9

CALIFORNIA HARE SCRAMBLES - Malvern Motocross Park, Wiseco Piston Weekend, Night Race, Malvern. Info: 330/262-4945.

CALIFORNIA MOTOCROSS - CMMC, Rnd 12, Barona Oaks. Info: 760/752-8252.

* CALIFORNIA MOTOCROSS - GFI Racing, Hollister Hills GP Track, Hollister. Info: 209/656-9682.

* CALIFORNIA VINTAGE TT - AMA, AHRMA, Santa Clara Riders Unlimited, Hollister Hills State Vehicular Recreation Area, Hollister. Info: 408/264-6610 or 408/847-2299 or mlight@mbay.net.

CANADA HARE SCRAMBLES - CMA/Niagara Timberline Riders, Welland, Province, Ontario. Info: 716/822-9115 or http://www.vaxxine.com/timberline.

* COLORADO MOTOCROSS - SRAC, 19th round of the MX Series, Rocky Mountain Promotions, Berthoud. Info: 303/988-7722 or 303/989-7436.

* GEORGIA MOTOCROSS - CRC Inc., Camden Racing Complex, Woodbine. Info: 912/576-3000.

ILLINOIS HARE SCRAMBLES - AMA, Little Egypt Off-Road MC, Trail of Tears Lodge and Sports Resort, Jonesboro. Info: 618/252-2062.

MARYLAND MOTOCROSS - Antietam Motorcycle Club, Semi-Pro, Amateur, Youth classes, AMA, District 7, Hagerstown. Info: 301/797-8686.

NEVADA MOTOCROSS - Reno OTHG, Night Race, Fernley International Raceway, Fernley. Info: 702/331-6568 or jaja@aosisol.com.

NEW JERSEY MOTOCROSS - Old Bridge Township Raceway Park, Normal Semi-Pro Race Day, Englishtown. Info: 732/446-7800.

NEW YORK MOTOCROSS - Silver Springs Motocross, WNYSC, Rock Glen. Info: 716/786-5596 or 716/786-2157.

NEW YORK MOTOCROSS - Claverack Motocross, Yamaha Contingency Race, District 34 Series Race, Claverack. Info: 518/828-6149.

* NORTH CAROLINA MOTOCROSS - AMA, Dixieland Motorsports, Elizabeth City MX, Summer Series, Districts 13 & 29, Elizabeth City. Info: 757/549-7012.

OHIO MOTOCROSS - Iron Man Gran Prix Motocross, Delta Raceway, Delta. Info: 419/822-3006 or 734/241-1600.

PENNSYLVANIA HARE SCRAMBLES - Western New York Off-Road Association, McKean County MC, Rew. Info: 814/368-2538.

PENNSYLVANIA ROAD RACE - YSR Road Racing, Eastern American Road Racing Association, New Bloomfield Kart Track, New Bloomfield. Info: 757/484-4688.

PENNSYLVANIA MOTOCROSS - Flying Dutchmen MC Inc., Pine Grove. Info: 717/345-6340 or 717/345-8734.

Aug 14-15

WASHINGTON HALF MILE - AMA, District 27, Dirt Track Series, Spokane. Info: 425/745-4010.

Aug 14-16

CALIFORNIA MOTORCYCLE EVENT - Donner Ski Ranch, first annual Old Highway 40 Motorcycle Days, will feature 12 different motorcycling events, Norden. Info: 530/426-3635.

Fri, Aug 14

CALIFORNIA SPEEDWAY - Fast Fridays Speedway Racing, 25-lap main event, Fan of the Week, Gold Country Fairgrounds, Auburn. Info: 530/878-7223.

CALIFORNIA CAR SHOW - Concours Italiano Classic and Exotic Italian Automobiles, Quail Lodge Resort and Golf Club, Carmel. Info: 425/688-1903.

* CALIFORNIA MOTOCROSS - K-B Racing Promotions, Night Race, Sacramento Raceway, Sacramento. Info: 916/682-6123.

MICHIGAN MOTOCROSS - MRA, Night Race, Milan Cycle City, Milan. Info: 734/439-7735 or 734/241-1600.

* NEVADA ARENACROSS - On Trac Events, Silverstate Raceway, Carson City. Info: 702/267-4392.

OHIO SHORT TRACK - Lawrenceburg Motorcycle Speedway, Semi-Pro, Night Race, Dearborn County Fairgrounds. Info: 513/662-7759 or 812/537-5299.

* WISCONSIN STADIUM MOTOCROSS - AMA, Nielsen Entertainment, Free Corn Roast, Lake Geneva Raceway, Lake Geneva. Info: 815/728-0823.

Aug 15-16

CALIFORNIA ROAD RACE - Willow Springs Motorcycle Club, Rnd 8, Willow Springs International Raceway, Rosamond. Info: 805/256-1234.

* MICHIGAN MOTOCROSS - AMA, District 14, Dirt Riders Motorsports, Log Road, Bronson. Info: 419/636-5430.

* OHIO MOTOCROSS - District 11, Action Sports Promotions, AMA, Albany. Info: 740/594-6686.

UTAH MOTOCROSS - ZMA, Motocross Cedar Raceway, Cedar. Info: 435/673-0368.

WASHINGTON MOTOCROSS - International Old-Timers MX Association, Woods Creek. Info: 408/379-4639.

Sat, Aug 15

CALIFORNIA ROAD RIDE - Los Angeles Harley Beat The Heat Putt. Info: 562/408-6088.

* CALIFORNIA MOTOCROSS - GFI Racing, GFI at Night MX Series, Rnd 8, Perris Raceway, Perris. Info: 909/653-4042.

* CALIFORNIA SPEEDWAY - International Speedway, Orange County Fairgrounds, Costa Mesa. Info: 714/492-9933 or www.wient.com/speedway.

* CALIFORNIA SPEEDWAY - San Diego Flat Track Association, Temecula Speedway. Info: 619/277-1591.

CALIFORNIA MOTOCROSS - Racing Enterprises Motorsports, Rnd 6, Summer Series, Glen Helen, San Bernardino. Info: 619/484-1441 or 619/484-7056.

CALIFORNIA MOTOCROSS - Los Angeles County Raceway, CRC Mini Nationals, Palmdale. Info: 805/272-8889.

CALIFORNIA SHORT TRACK - Budweiser and RS Racing, Chowchilla Fairgrounds, Chowchilla. Info: 209/661-0706.

* DELAWARE SHORT TRACK - Delaware Motorsports Inc., Night Race, Seaford Speedway, Seaford. Info: 302/422-8661.

FLORIDA DIRT TRACK - Florida Dirt Track Racers Association, Orange County Raceway, Orlando. Info: 407/869-5388.

* FLORIDA MOTOCROSS - West Florida Motocross Park, Night Race, Milton. Info: 850/623-6038.

* GEORGIA SUPERCROSS - Wings and Wheels, Southeastern Supercross Shoot-Out Series, Bremen Race Park, Bremen. Info: 770/941-8464 or Dirtman23@aol.com.

* NEVADA MOTOCROSS - Las Vegas Motocross Club, Night Race, New Las Vegas Motor Speedway, gate one, Las Vegas. Info: 702/565-7876 or www.vegasmotocross.com.

NEW YORK DIRT TRACK - New York Dirt Track, Accord Speedway, Accord. Info: 518/756-3633 or 914/626-3478.

* NEW YORK ARENACROSS - Frozen Ocean Motocross Park Inc., Night Race, Auburn. Info: 315/784-5466 or 784-5517.

NORTH CAROLINA MOTOCROSS - 4th annual 226 Motocross, Strick Cycle Shop. Info: 828/652-3758.

NORTH CAROLINA MOTOCROSS - East Bend Motocross. AMA, District 29, East Bend. Info: 336/699-3629.

* OHIO MOTOCROSS - Malvern Motocross Park, Night Race, Harding's Park Cycle Night. Info: 330/262-4945.

OHIO MOTOCROSS - MRA, Night Race, Delta Raceway, Delta. Info: 419/822-3006 or 734/241-1600 or www.racemra.com.

* OKLAHOMA MOTOCROSS - Pro-Am Sports Inc., Motorcycle Raceway, Oklahoma City. Info: 405/737-2468.

VIRGINIA MOTOCROSS - Powerline Motocross Playground. Floyd County, Willis. Info: 540/789-7260 or 540/789-7640.

WASHINGTON SHORT TRACK - AMA, District 27, Dirt Track Series, Rainier. Info: 425/745-4010.

* WEST VIRGINIA MOTOCROSS - Mom's Mountain Inc., AMA, Mom's Mountain Race Park. Daniels. Info: 304/763-9133.

Sun, Aug 16

* COLORADO MOTOCROSS - Rocky Mountain Motocross Association, Semi-Pro with Youth/ATV, Watkins Sports Riders Association, Watkins. Info: 303/271-0190 or 719/473-6723.

COLORADO MOTOCROSS - AMA, High Desert Racing Club. Mesa Verde. Info: 970/533-9747 or 505/325-4195.

COLORADO SUPERCROSS - SRAC, Extreme Promotions. Grand Junction. Info: 303/988-7722 or 303/989-7436.

FLORIDA MOTOCROSS - ProSports USA, Sunshine State MX Championship Series, Orlando MX Park, Orlando. Info: 352/242-2605.

NEW YORK ENDURO - Western New York Off-Road Association, Ithaca Dirt Riders, Speedsville. Info: 607/539-6149.

* NEW YORK MOTOCROSS - Frozen Ocean Motocross Park Inc., WNYSC, Auburn. Info: 315/784-5466 or 784-5517.

PENNSYLVANIA MOTOCROSS - Sleepy Hollow MX Park Inc., Fredericksburg. Info: 717/273-1180 or 717/865-5530.

PENNSYLVANIA HILLCLIMB - Bedford County Motorcycle Club, Beaverdale. Info: 814/487-4320.

PENNSYLVANIA CHARITY RUN - Gospel Riders, Charity Run at Harleysville Motorcycle Company, Motorcyclists for Jesus. Info: 800/63-V-TWIN or www.angelfire.com/pa/gospelriders.

* PENNSYLVANIA HARE SCRAMBLES - AMA, Hurricane Hills Sports Center, Clifford. Info: 717/222-9290.

WASHINGTON SHORT TRACK - AMA, District 27, Dirt Track Series, ORV. Info: 425/745-4010.

* WISCONSIN MOTOCROSS - AMA, District 16, Lake Geneva Raceway, Lake Geneva. Info: 815/728-0823.

* WYOMING MOTOCROSS - HPMA/Laramie Dirt Riders, LDR Motocross Park, Laramie. Info: 307/755-5050 or www.tnt-motorsports.com.

Mon, Aug 17

* MISSOURI MOTOCROSS - R.J. Wohlburg Racing, Missouri State Fairgrounds, Sedalia. Info: 660/826-2925

Thur, Aug 20

* ILLINOIS FLAT TRACK - Badger Racing Association, Winnabago County Fairgrounds, Pecatonica. Info: 920/699-3387.

Fri, Aug 21

CALIFORNIA SPEEDWAY - Fast Friday Speedway Racing, Fan of the Week, Gold Country Fairgrounds. Auburn. Info: 530/878-7223.

GEORGIA SUPERCROSS - High Falls SX, Night Race, High Falls. Info: 770/358-611

MICHIGAN MOTOCROSS - MRA, Night Race, Milan Cycle City, Milan. Info: 734/439-7735 or 734/241-1600 or www.racemra.com.

OHIO SHORT TRACK - Lawrenceburg Motorcycle Speedway, Semi-Pro, Night Race, Dearborn County Fairgrounds. Info: 513/662-7759 or 812/537-5299.

* WISCONSIN STADIUM MOTOCROSS - AMA, Nielsen Entertainment, Pro Challenge Series, Lake Geneva Raceway, Lake Geneva. Info: 815/728-0823.

Aug 22-23

NEVADA HARE SCRAMBLES - Cowboys MC, MRAN, Hiko. Info: 702/728-4582.

* OHIO MOTOCROSS - AMA, District 11, Ohio State Fair, Columbus. Info: 740/323-3489.

OREGON ROAD RACE - OMRRA, Sprints and Italian Day, Portland. Info: 503/221-1487.

WASHINGTON SHORT TRACK - AMA, District 27, Dirt Track Series, ORV. Info: 425/745-4010.

WEST VIRGINIA HILLCLIMB - AMA, Jacks Run Hillclimb Club, Ripley. Info: 304/372-2269.

Sat, Aug 22

ALABAMA MOTOCROSS - AMA, Kilpatrick Motocross, Albertville. Info: 256/561-3495-

* CALIFORNIA MOTOCROSS - CMC, Sunstar Trans-Cal MX Nationals, Rnd 1 North, Riverfront Park, Marysville. Info: 530/695-2727.

* CALIFORNIA MOTOCROSS - GFI Racing, GFI at Night MX Series, Rnd 9, LACR, Palmdale. Info: 909/653-4042.

* CALIFORNIA SPEEDWAY - International Speedway, Orange County Harley Night, Orange County Fairgrounds, Costa Mesa. Info: 714/492-9933 or www.wient.com/speedway.

* CALIFORNIA ARENACROSS - On Trac Events/GSC Racing, Bishop Fairgrounds, Bishop. Info: 760/872-1570.

CALIFORNIA MOTOCROSS - Racing Enterprises Motorsports, Glen Helen, San Bernardino. Info: 619/484-1441 or 619/484-7056.

CALIFORNIA MOTOCROSS - Los Angeles County Raceway, CRC Mini Nationals, Palmdale. Info: 805/272-8889.

COLORADO SUPERCROSS - SRAC, M&M Connections, Colorado Springs. Info: 303/988-7722 or 303/989-7436.

* DELAWARE SHORT TRACK - Delaware Motorsports Inc., Night Race, Seaford Speedway, Seaford. Info : 302/422-8661.

INDIANA MOTOCROSS - Dash For Cash, Steeltown Motocross Park, Chrisney. Info: 888/957-RACE or 812/925-8850.

NEW YORK DIRT TRACK - New York Dirt Track, Accord Speedway, Accord. Info: 518/756-3633 or 914/626-3478.

* NEW YORK ARENACROSS - Frozen Ocean Motocross Park Inc., Night Race, Auburn. Info: 315/784-5466 or 784-5517.

* NEW YORK SPEEDWAY - New Champion Speedway, Harley Night, Owego. Info: 716/227-2223 or speedway.everyware.com/owego_ny.html.

NORTH CAROLINA MOTOCROSS - East Bend Motocross, AMA, District 29, East Bend. Info: 336/699-3629.

* NORTH CAROLINA SUPERCROSS - NAME, Under The Lights Series, Rolling Hills Cycle Park, Reidsville. Info: 336/342-4492.

OHIO MOTOCROSS - MRA, Night Race, MX Freestyle Contest, Delta Raceway, Delta. Info: 419/822-3006 or 734/241-1600.

* OKLAHOMA MOTOCROSS - Gold Cup Challenge MX, Pro-Am Sports Inc., Motorcycle Raceway, Oklahoma City. Info: 405/737-2468.

PENNSYLVANIA ROAD RACE - Team Pro-Motion, Pocono International Raceway, Long Pond. Info: 888/TEAM-916 or www.teampromotion.com.

Sun, Aug 23

ALABAMA DUAL SPORT - AMA, Rockford Mens Club, Rockford. Info: 256/377-1011.

CALIFORNIA SUPER TT - Buttonwillow Super TT, Buttonwillow Raceway Park, Buttonwillow. Info: 805/764-5333.

CALIFORNIA MOTOCROSS - CMMC, Rnd 13, Barona Oaks. Info: 760/752-8252.

* CALIFORNIA MOTOCROSS - GFI Racing, Hollister Hills GP Track, Hollister. Info: 209/656-9682.

* COLORADO MOTOCROSS - Rocky Mountain Motocross Association, Semi-Pro with Youth/ATV, IMI Motorsports, Erie. Info: 303/271-0190 or 719/473-6723.

FLORIDA MOTOCROSS - ProSports USA, Sunshine State MX Championship Series, Motocross of Marion County, Reddick. Info: 352/242-2605.

* FLORIDA ROAD RACE - CCS, Moroso Motorsports Park, West Palm Beach. Info: 561/793-3394.

* MARYLAND MOTOCROSS - AMA, District 7, Budds Creek MX Park, Budds Creek. Info: 301/475-2000 or www.buddscreek.com.

MARYLAND TRAIL RIDE - Western Maryland Off-Road Riders, Cliffside Off-Road Park, Rawlings. Info: 301/724-6738.

* MEXICO MOTOCROSS - LaPlaya Motocross Grand Prix, Too Much Fun Promotions, Cantamar Sand Dunes, Rosarito Beach. Info: 011/52-661-22525.

MISSOURI HARE SCRAMBLES - Missouri Hare Scramble Championship Series, Diamond Motorsports. Info: 417/537-8406.

NEW JERSEY MOTOCROSS - Old Bridge Township Raceway Park, Normal Semi-Pro Race Day, Englishtown. Info: 732/446-7800.

NEW MEXICO MOTOCROSS - NMCC & AMA, Motocross at Moriarty. Info: 505/888-7312.

NEW YORK HARE SCRAMBLES - Western New York Off-Road Association, Cayuga County Riders, King Ferry. Info: 315/364-8087.

* NEW YORK MOTOCROSS - Frozen Ocean Motocross Park Inc., AMA, CNYMRA, Auburn. Info: 315/784-5466 or 784-5517.

* NORTH CAROLINA HARE SCRAMBLES - Devil's Ridge North, Carolina Hare Scrambles Series, Sanford. Info: 919/776-1767.

OHIO MOTOCROSS - Ironman Gran Prix Motocross, Delta Raceway, Delta. Info: 419/822-3006 or 734/241-1600 or www.racemra.com.

PENNSYLVANIA BIKE SHOW AND SWAP MEET - Gathering of the Tribes 98, Gospel Riders, Mercer County Park, West Windsor. Info: 732/255-4750 or www.angelfire.com/pa/gospelriders.

* VIRGINIA MOTOCROSS - AMA, District 13, Ballzee Grand Championship Series, Birch Creek Motorsports Park, Danville. Info: 804/724-4392.

* WASHINGTON MOTOCROSS - AMA, Pacific Northwest Championship, Washougal Motocross Park, Washougal. Info: 541/673-1671.

* WASHINGTON MOTOCROSS - AMA, District 27, Seattle Motorcycle Club, Jolly Rogers Motorway, Kent. Info: 253/756-2187 or http://www.geocities.com/motorcity.

WISCONSIN SHORT TRACK - Southeastern Short Trackers Race Promotions, Wilmont Speedway, Wilmont. Info: 847/395-0500 or 414/353-5920.

Aug 28-29

* NEW YORK MOTOCROSS - AMA, Broome Tioga Sports Center Inc., Suzuki/Arctic Cat Amateur Nationals. Info: 607/849-4438.

WASHINGTON TT - AMA/District 27, Dirt Track Series, Castle Rock. Info: 425/745-4010.

Aug 28-30

CALIFORNIA MOTOCROSS - CMMC, Mini Nationals, Barona Oaks. Info: 760/752-8252.

NEW YORK ROAD RACE - YSR Road Racing, Eastern American Road Racing Association, Kelly Motorsports Park, Batavia. Info: 757/484-4688.

Fri, Aug 28

CALIFORNIA SPEEDWAY - Fast Fridays Speedway Racing, Championship Challenge, Miss Fast Fridays crowned, Gold Country Fairgrounds, Auburn. Info: 530/878-7223.

* CALIFORNIA MOTOCROSS - K-B Promotions, Night Race, Sacramento Raceway, Sacramento. Info: 916/682-6123.

* IOWA HALF MILE - Unlimited Promotions, Rnd 4, Oskaloosa. Info: 515/265-8388.

MICHIGAN MOTOCROSS - MRA, Night Race, Milan Cycle City, Milan. Info: 734/439-7735 or 734/241-1600 or www.racemra.com.

* NEVADA MOTOCROSS - Las Vegas Motocross Club, Night Race, New Las Vegas Motor Speedway, gate one, Las Vegas. Info: 702/565-7876 or www.vegasmotocross.com.

NEW YORK MOTOCROSS - AMA, WML, FIM, Ladies International MX Cup Championships, Binghampton. Info: 949/837-2206.

OHIO SHORT TRACK - Lawrenceburg Motorcycle Speedway, Semi-Pro, Night Race, Dearborn County Fairgrounds. Info: 513/662-7759 or 812/537-5299.

* WISCONSIN STADIUM MOTOCROSS - AMA, Suzuki Contingency, Night Season Finale, Lake Geneva Raceway, Lake Geneva. Info: 815/728-0823.

Aug 29-30

CALIFORNIA DUAL SPORT RIDE - AMA, District 37, California Trail Rides, Bass Lake. Info: 714/992-9291.

Sat, Aug 29

* CALIFORNIA MOTOCROSS - GFI Racing, GFI at Night MX Series, Rnd 10, Yamaha Contingency, Perris Raceway, Perris. Info: 909/653-4042.

* CALIFORNIA SPEEDWAY - International Speedway, Orange County Fairgrounds, Costa Mesa. Info: 714/492-9933 or www.wient.com/speedway.

CALIFORNIA DIRT TRACK - Outlaw Dirt Tracker Club, AMA, Barona Speedway, San Diego. Info: 619/427-0979 or vikoutlaw@aol.com.

CALIFORNIA MOTOCROSS - Los Angeles County Raceway, CRC Mini Nationals, Palmdale. Info: 805/272-8889.

DELAWARE SHORT TRACK - Delaware Motorsports Inc., Night Race, Seaford Speedway, Seaford. Info: 302/422-8661.

FLORIDA DIRT TRACK - Florida Dirt Track Racers Association, Orange County Raceway, Orlando. Info: 407/869-5388.

* FLORIDA MOTOCROSS - West Florida Motocross Park, Night Race, Milton. Info: 850/623-6038.

* GEORGIA SUPERCROSS - Wings and Wheels, Southeastern Supercross Shoot-Out Series, Bremen Race Park, Bremen. Info: 770/941-8464 or Dirtman23@aol.com.

NEBRASKA SHORT TRACK - Norfolk Short Track, Norfolk. Info: 402/887-5380 or jghix@bloomnet.com.

NEVADA MOTOCROSS - Summer Night Motocross Series, Rnd 6, Churchill County Regional Park, Fallon. Info: 702/423-8226.

NEW YORK DIRT TRACK - New York Dirt Track Accord Speedway, Accord. Info: 518/756-3633 or 914/626-3478.

* NEW YORK SPEEDWAY - New Champion Speedway, AMA Open Qualifier, Owego. Info: 716/227-2223 or speedway.everyware.com/owego_ny.html.

NORTH CAROLINA MOTOCROSS - 4th annual 226 Motocross, Kawasaki Yamaha of Hickory. Info: 828/652-3758.

NORTH CAROLINA MOTOCROSS - East Bend Motocross, AMA Fall Series Race, East Bend. Info: 336/699-3629.

OHIO MOTOCROSS - Dirt Country Raceway, AMA. Info: 513/625-7350 or 513/625-9987.

OHIO MOTOCROSS - MRA, Night Race, Delta Raceway, Delta. Info: 419/822-3006 or 734/241-1600.

* OHIO STADIUM MOTOCROSS - CRA, Competition Riders of America, Western Reserve MC, Salem. Info: 330/337-8005.

* OHIO SUPERCROSS - Action Sports, AMA, Nelsonville. Info: 740/594-6686.

* OHIO HALF MILE - Pro-Am, AMA, D&B Racing, Ohio State Harley Owners Group, Athens County Fairgrounds, Athens. Info: 740/594-9009.

* OKLAHOMA MOTOCROSS - Pro-Am Sports Inc., Motorcycle Raceway, Oklahoma City. Info: 405/737-2468.

* PENNSYLVANIA SHORT TRACK - AMA, Trail-Way Speedway, Hanover. Info: 717/359-4310.

* TENNESSEE ARENACROSS - KTMXA, Paris Dirt Tracker Inc., Rnd 1, 8th annual, Tennessee State Arenacross Championship, Henry County Fairgrounds, Paris. Info: 901/642-3078 or 642-0511.

* WEST VIRGINIA MOTOCROSS - Mom's Mountain Inc., AMA, Mom's Mountain Race Park, Daniels. Info: 304/763-9133.

Sun, Aug 30

CALIFORNIA ROAD RIDE - 5th annual Los Angeles Harley Hot Summer Night Bike Show. Info: 562/408-6088.

CALIFORNIA GRAND PRIX - SRA GP, Glen Helen, San Bernardino. Info: 714/957-2985.

CANADA ENDURO/DUAL SPORT - CMA, Niagara Timber-Line Riders, Welland, Province, Ontario. Info: 716/822-9115 or http://www.vaxxine.com/timberline.

FLORIDA MOTOCROSS - ProSports USA, Sunshine State MX Championship Series, Dade City Raceway, Dade City. Info: 352/242-2605.

IOWA MOTOCROSS - Sand Castle Racepark, Des Moines. Info: 515/771-6439 or 265-7710.

MARYLAND POKER RUN - Antietam Motorcycle Club, AMA, District 7, Hagerstown. Info: 301/797-8686.

* MARYLAND HARE SCRAMBLES - Ironman Hare Scrambles Series, AMA, Western Maryland Off-Road Riders, Cliffside Off-Road Park, Rawlings. Info: 301/724-6738.

MICHIGAN HARE SCRAMBLES - Bent Wheels Competition Club, AMA, District 14, Rose City. Info: 517/685-2059.

NEBRASKA MOTOCROSS - Great Plains Promotions, White Sands Raceway MX Park, Ashland. Info: 402/556-5801.

* NEVADA MOTOCROSS - CMC, Sunstar Trans-Cal Motocross Nationals, Rnd 2 North, Silverstate Raceway, Carson City. Info: 702/267-4392.

NEW YORK HARE SCRAMBLES - Western New York Off-Road Association, Flat Rock, Lowville. Info: 315/376-2332.

* NEW YORK MOTOCROSS - AMA, Broome-Tioga Sports Center Inc., Suzuki/Arctic Cat 125/250cc AMA Pro-Nationals. Info: 607/849-4438.

NORTH CAROLINA MOTOCROSS - Victory Sports Racing, Winters Marketing Ultra Series, Iron Station. Info: 423/323-5497.

OHIO MOTOCROSS - Kenworthy GP Club, Buckeye MX Series, Troy. Info: 937/335-4763.

* OREGON MOTOCROSS - CMC, Sunstar Trans-Cal Motocross Nationals, Rnd 1 Pacific Northwest, Albany SX Track, Albany. Info: 541/928-4474.

PENNSYLVANIA MOTOCROSS - Flying Dutchmen MC Inc., Pine Grove. Info: 717/345-6340 or 717/345-8734.

TENNESSEE HARE SCRAMBLES - Mid-South Summer Series, New Johnsonville. Info: 615/859-0873 or www.msws.org.

TEXAS CROSS COUNTRY - Texas Cross Country Racing Association, Waco Eagles/Penelope.

TEXAS HARE SCRAMBLES - Texas Championship Hare Scrambles Series, Altair. Info: 409/732-9171.

VIRGINIA MOTOCROSS - AMA, District 13, U.S. Eastern Motocross Fall Series, Actiontown USA Motocross Park, Dillwyn. Info: 804/724-4392.

Wed, Sept 2

* NEW YORK ARENACROSS - Frozen Ocean Motocross Park Inc., Night Race, Auburn. Info: 315/784-5466 or 784-5517.

Sept, 3-5

WASHINGTON TT - AMA, District 27, Dirt Track Series, Castle Rock. Info: 425/745-4010.

Sept 4-7

MEXICO ROAD TOUR - Southern California Motorcycling Association, 23rd annual Three Flags Classic, begins in Tijuana, BC, Mexico, and Finishes in Kimberley, BC, Canada. Info: 805/269-5982.

Fri, Sept 4

CALIFORNIA SPEEDWAY - Fast Fridays Speedway Racing, Junior National Fan of the Year, Gold Country Fairgrounds, Auburn. Info: 530/878-7223.

GEORGIA SUPERCROSS - High Falls SX, Night Race, High Falls. Info: 770/358-6111.

IOWA HALF MILE - J&P Promotions, 10th annual Antique Motorcycle Half Mile Flat Track Races, Mississippi Valley Fairgrounds, Davenport. Info: 319/462-6011.

MICHIGAN MOTOCROSS - MRA, Night Race, Milan Cycle City, Milan. Info: 734/439-7735 or 734/241-1600.

PENNSYLVANIA MOTOCROSS - Amateur Day, Bellco Inc., Steel City USA, Delmont. Info: 304/284-0084.

Sept 5-6

COLORADO MOTOCROSS - Colorado Iron Horse Rally Motocross, High Desert Racing Club, Mesa Verde. Info: 970/533-9747 or 505/325-4195.

* MICHIGAN MOTOCROSS - AMA, District 14, Dirt Riders Motorsports, Log Road, Bronson. Info: 419/630-5430.

NEVADA MOTOCROSS - International Old Timers MX Association, Nevada Chapter, Fernley. Info: 702/475-2651.

OHIO DIRT TRACK - AMA, Semi-Pro, Fast Track Racing, Summer Thunder Series, Mercer County Fairgrounds, Celina. Info: 219/486-7172.

Sat, Sept 5

CALIFORNIA MOTOCROSS - Racing Enterprises Motorsports, Glen Helen, San Bernardino. Info: 619/484-1441.

CALIFORNIA MOTOCROSS - Los Angeles County Raceway, CRC Mini Nationals, Palmdale. Info: 805/272-8889.

* DELAWARE SHORT TRACK - Delaware Motorsports Inc., Seaford Speedway, Seaford. Info: 302/422-8661.

FLORIDA DIRT TRACK - Florida Dirt Track Racers Association, Orange County Raceway, Orlando. Info: 407/869-5388.

NEW YORK SUPERCROSS - NYS Supercross, Night Thunder Series, Hamburg. Info: 716/825-8720.

NEW YORK DIRT TRACK - New York Dirt Track, Accord Speedway, Accord. Info: 518/756-3633 or 914/626-3478.

NORTH CAROLINA MOTOCROSS - East Bend Motocross, AMA, District 29, East Bend. Info: 336/699-3629.

OHIO MOTOCROSS - Dirt Country Raceway, AMA. Info: 513/625-7350 or 513/625-9987.

OHIO MOTOCROSS - MRA, Night Race, Delta Raceway, Delta. Info: 419/822-3006 or 734/241-1600 or www.racemra.com.

* OKLAHOMA MOTOCROSS - Pro-Am Sports Inc., Motorcycle Raceway, Oklahoma City. Info: 405/737-2468.

VIRGINIA MOTOCROSS - Powerline Motocross Playground, Floyd County, Willis. Info: 540/789-7260 or 540/789-7640.

Sun, Sept 6

* COLORADO MOTOCROSS - Semi-Pro with Youth, Rocky Mountain Motocross Association, Aztec Family Raceway, Colorado Springs. Info: 303/271-0190 or 719/473-6723 or rmxarules@worldnet.att.net.

FLORIDA MOTOCROSS - ProSports USA, Sunshine State MX Championship Series, Sun State Raceway, Ona. Info: 352/242-2605.

* KENTUCKY MOTOCROSS - Victory Sports Racing, Serious Racewear Mega Series, London. Info: 423/323-5497.

NEW JERSEY MOTOCROSS - Old Bridge Township Raceway Park, 6th annual Vet and Vintage Reunion, Englishtown. Info: 732/446-7800.

NEW YORK MOTOCROSS - AMA, District 34, Ace Motocross, Modena. Info: 914/361-4410.

NEW YORK MOTOCROSS - Silver Springs Motocross, WNYSC, Rock Glen. Info: 716/786-5596 or 716/786-2157.

OHIO MOTOCROSS - Sunset Ramblers, Motorcycle Club of Galion. Info: 419/562-6931.

OHIO HARE SCRAMBLES - CRA, Salem Motorcycle Club Inc., Lisbon. Info: 330/482-2971 or 332-9465.

OHIO MOTOCROSS - Malvern Motocross Park, Night Race, Fox Racing Day. Info: 330/262-4945.

PENNSYLVANIA MOTOCROSS - Flying Dutchmen MC Inc., District 6 Championship, Pine Grove. Info: 717/345-6340 or 717/345-8734.

PENNSYLVANIA ROAD RACE - Team Pro-Motion Riders Club, Pocono International Raceway, Long Pond. Info: 888/TEAM.916 or www.teampromotion.com.

WASHINGTON TT - AMA, District 27, Dirt Track Series, Castle Rock. Info: 425/745-4010.

* WISCONSIN FLAT TRACK - Badger Racing Association, Wood County Fairgrounds, Marshfield. Info: 920/699-3387.

Mon, Sept 7

CALIFORNIA GRAND PRIX - Los Angeles County Raceway, CRC Outlaw GP, Palmdale. Info: 805/272-8889.

* IOWA HALF MILE - Unlimited Promotions, Davis County Fair, Bloomfield. Info: 515/265-8388.

* OHIO MOTOCROSS - Smith Road Raceway, Medina. Info: 330/725-8569.

FREE CALENDAR LISTINGS

Calendar listings are a free service. Type or legibly print all the information asked for below and mail to Cycle News Calendar, P.O. Box 5084, Costa Mesa, CA 92628-5084. Calendar listings cannot be accepted over the phone; we must have a complete Calendar listing form. Listings must be received by the close of business on Wednesday for publication in the following week's issue. **FAX - 714-436-9574**

Event date: _____

Type of event: _____ Pro Payback: ❑ Yes ❑ No

Event sanction/promoter/sponsoring club: _____

_____

Location of event: _____

_____

City/Town: _____ State: _____

Phone Number (with area code): ( ) _____

Website Address/URL: _____

Your name: _____

WANT ADS

HELP WANTED

Motorcycle Engineer
ATK America, Inc. is seeking a highly motivated, reliable and organized Mechanical Engineer to compliment their Research and Development department. The responsibilities include: assistance in complete vehicle design and documentation, in field evaluation and some travel. The candidate should have a BS in Mechanical Engineering or equivalent, extensive experience with Pro/Engineer, and an interest in off-road motorcycles. Helpful experience includes: internal combustion engines, suspension systems, vehicle frame design, failure analysis, designed experimentation and finite element analysis. Please fax resume and salary requirements to: ATK America, Inc. ATTN:Phil Walker, Director-Research and Development, (801)299-0710. UT

Service Tech Opportunity
Booming 2 year old dealership outside Atlanta (Kawasaki, Moto Guzzi, KTM) seeks eager, reliable technician. You need 3 to 5 years experience, a positive attitude and full-line skills (bikes, ATV's, utility vehicles and watercraft). Excellent pay, vacation and benefits. It's a fun shop - no jerks! Fax resume to (770)638-8372 or call Chris at (770)638-8373. GA

Mechanic
Busy shop needs Tech with M/C experience and enthusiasm who wishes to step up to BMW. We can train the right person. Marty's (310)320-7040. CA

Full Line Dealer Is Expanding
Busy Southern California full line motorcycle, jetski shop looking for qualified mechanics and warranty clerk. Paid holidays, vacation and health benefits available. Call now ask for Chad or Brian. (619)278-6635. CA

Shop Foreman/Master Tech
Busy state of the art Honda, Suzuki dealer in North Carolina, needs experienced individual to be lead technician. Must be a good trouble shooter, team player and be able to oversee quality control. Excellent pay, benefits, environment and location. Please fax resume and cover letter to (704)889-3501 attention GM. Only the best need apply. NC

Accessory/Parts Manager
Come join our team! Bert's Motorcycle Mall, in Azusa, CA, is looking for a highly motivated person with O.E.M. parts and accessories experience, and a full range of after market accessory knowledge. Must be able to direct and manage a team of 10-15 people. We are a full line dealer of Hon, Suz, Yam, Kaw, Duc and Sea-Doo. You must have retail in your blood. We offer good salary, commission, medical insurance, 401K plan, and paid vacation. If you feel that you are the person, and you are interested in working for the best in California, call Ron Seidner at (626) 334-1288. You can also reach Ron by fax at (626)334-9586 or by e-mail at turbobert@aol.com. CA

Tech
Earn up to $40,000 yr. with Southern California's largest volume Suzuki motorcycle dealer. Call Vic Saba (714)646-2428, fax resume (714)645-3251. CA

Service Technicians
Established multi line dealer looking for (2) enthusiastic technicians with experience in all phases of motorcycle, ATV and PWC. Dealership located in small midwestern town with low cost of living and affordable homes. Excellent salary, benefits, paid vacations and incentives. Contact Doug or Kevin (740)452-5438 or fax resume to (740)452-4242. OH

Parts Manager and Counterpersons
Expanding, fast growing, dual Japanese, West Coast Florida looking for experienced Parts Manager and Counterpersons. Many benefits. Send resume or inquiry to (813)626-5132. FL

Parts and Sales Person Needed
Expanding motorcycle and watercraft dealership looking for an experienced parts and sales person. Great pay and great area to live in. Contact Ali at (805)254-2929 or fax (805)254-5926. CA

Wanted Parts Manager & Parts Person
Experience desired. Dick Allen Yamaha Honda Sea-Doo. Ask for Janet or Dick. (805)259-8460. Newhall/Valencia Area. CA

Parts Counter Person
Experience preferred, will train right person. Contact Mo at Long Beach Motorsports. (562)427-2779. CA.

Parts Person Wanted
Experienced parts person wanted. Must have computer experience. Good wages and benefits. Contact Gary (805)967-9898. CA

Mechanics Needed
For shops in beautiful Tucson and scenic Sierra Vista, AZ. Must be experienced with all makes of motorcycles, ATV's and watercraft. Excellent weather year round and a fully stocked parts department. Great medical, dental and vision plan available. Send resume ASAP to: Cycles Skis & ATV's, 5225 E. 22nd St., Tucson, AZ, 85711 or call (520)747-8339 or fax (520)458-8194. Ask for Mike or Danny. AZ

Service, Parts, Sales
Full line Milwaukee area dealer is opening a new second location. Openings in all positions. Looking for experienced top performers with customer satisfaction orientated attitude. Salary, commission, bonuses. Please contact John at (414)284-5995 or fax resume (414)684-6465 or by mail to: 540 W. Grand Avenue, Port Washington, WI, 53074.

Certified Motorcycle Mechanic Needed
Full time, please contact Mike B. at Long Beach Motorsports. (562)427-2779. CA

2 Technician Positions
Hiring 2 experienced full time Kawasaki / Suzuki / Yamaha and P.W.C. Techs. Highest hourly rate paid in Atlanta. Hospitalization and vacation. Plenty of work. Call Bob or Steve (770)941-9050. GA.

Service Tech Albany NY
Honda, Kawasaki, Polaris dealership seeking experienced technician. Call Guy (518)731-8119. NY

Looking For The Best
If you feel that you have excellent skills in Sales, Parts, Finance or Service and you are not getting where you need to be in life, come to Bert's Motorcycle Mall in California. We are always looking for excellent personnel. We offer medical insurance, 401K Plan, and paid insurance. Please contact Ron Seidner at (626) 334-1288. You can also reach Ron by fax at (626) 334-9586 or by e-mail at turbobert@aol.com.CA

Experienced Technician Needed
Jim Walkers Honda Suzuki Yamaha, Daytona Beach, FL, experienced motorcycle and watercraft technician needed. Come work in the motorcyle capitol of the world. Top pay in the industry - determined by experience and quality of work. Personal tools a must! Contact Randy at (904)761-2411 or fax (904)760-7315. FL

Reps $Wanted$
Join the Vortex team. Vortex sprockets/racing components are fast becoming a leader in the industry. More products are on the way. We need experienced reps with established accounts to sell our products. Huge growth opportunity, please call (800)440-3559 or fax resume to (813)849-3013 attn Matt. FL

Sales**Service**Parts
LA's premiere motorcycle & watercraft dealership is searching for top performers in all departments. You'll have fun and make money too! Benefits and great pay. Contact Mike Byrne (888)262-9561 or visit us at www.hondkawofsm.com. CA

Motorcycle / Sea-Doo Sales
Large 5-line dealer has opening for quality sales pros. Will train. Join our team. Benefits, 401k. Ask for Paul. (213)466-7191. CA

Accessory / Parts Person
Large Harley-Davidson dealer looking for aggressive Parts Salesperson. Must have Great customer communication and supervisory skills. Minimum 1 year H-D Experience. Salary, commission and benefits. Send inquiries to: Division H, P.O. Box 5084, Costa Mesa, CA, 92628-5084. CA

Motorcycle Parts Positions
Largest M/C dealership in Northwest has immediate opening. We are growing rapidly and are looking for long term employees. Good work environment, 401K, health, dental, vacation and holiday pay. Pre-employment drug screen required. Beaverton Honda-Yamaha-Seadoo, 10380 SW Cascade Blvd, Tigard, OR (800)929-1044 ask for Shari. OR

Service Technician
Leading Phoenix area independent seeking line technician with minimum of 5 years experience on metric bikes. Scope includes all phases of maintenance/repair, extensive accessory installation and trike conversion. Top pay available to professionally career oriented person. (800)932-2618 or (602)731-9003. AZ

Honda Technician
Long established, busy Honda dealership needs full time experienced tech. Immediate opening, benefits. Glendale, CA. Call Brian (818)246-2461 or fax resume (818)246-4586. CA

Service Writer Asst. needed
Motorcycle knowledge, experience a must. Contact Denise at Long Beach Motorsports. (562)427-2779. CA

Experienced Service Mgr.
Needed for a single-line Texas Yamaha dealership. M/C, PWC and jet boats. Full time 5 1/2 day work week, vacation and ins. benefits. Must be friendly and courteous. Fax resumes to (806)762-6715. TX

Sales Technician
Performance Machine, Inc. is looking for motivated and knowledgeable phone service technicians to join our sales team. Put your years of riding and bench racing to use working for a company that manufactures the best wheels and brakes in the motorcycle industry. Be part of our winning team. We need your motorcycle knowledge! This position is full time, Monday through Friday, with full benefits packages. Mail or fax resume to our beautiful new facility, 6892 Marlin Circle, La Palma, CA 90623 Attn: Human Resource. Fax (714)523-3007 or call our Employment Line (714)228-8480. CA

Roswell Fun Machines
Service Manager and Ducati, BMW Technician wanted, multi line dealership offering great benefits, good pay, air conditioned environment, enthusiast oriented, in house dyno. Come join our winning team. Fax your resume to (770)442-9388 or call Bob Hartman at (770)442-8460. GA

Service Technician/Service Manager
Small but very busy dealership, experience necessary, monthly commissions. Ask for Joe (715)623-4144. WI

Office Building For Sale
7,000 sq. foot office building with view of downtown Long Beach. 100% office, 3 executive offices, 28 secure parking spaces. Vacant and ready to move in. Call (714)751-7433 for more details. CA.

Parts Salesman = Big Bucks$$
We need experienced motivated person to sell parts and accessories. Pay depends on ability, ranging from $20,000 to $40,000. You can also enjoy all year riding season and a high quality of life. Fax resume to (602)949-8024. Mail to Western Honda 6717 E. McDowell, Scottsdale, AZ, 85257 or call (602)994-8400. AZ

THE NATIONAL OFF-HIGHWAY Vehicle Conservation Council is seeking field representatives to sell unique, exclusive line of USAmade high quality backpacks, fannypacks, hydration products and high performance offroad and dualsport accessories. NOHVCC is looking for representatives interested in enhancing OHV recreation by promoting the NOHVCC mission of "creating a positive future for off-highway vehicle recreation" while earning good commissions for the product lines. Many US territories available. Fax resume to Russ Ehnes at (406)454-9142 or mail to NOHVCC, 213 4th St. SW, Great Falls, MT, 59404. Calls welcome at (406)454-9190. MT

$500 to $750
Weekly minimum guarantee for experienced salespersons. Large Honda Sea-Doo Kawasaki Dealership needs sales help now! (800)404-0080, Ext. 30. Whittier Fun Center. CA

BUSINESS OPPORTUNITIES

AMA 1 1/2 Mile Motocross Track
2 homes, 4000 sq.ft. retail, 5600 sq.ft. warehouse, gas station, market, R/V park, located at national park entrance, s/w Colorado. $950,000. (970)533-9753. CO

Office Space For Lease
Beautiful 10 office suite. 2,250 sq. ft., restroom with showers, new carpet and paint, quiet location. Move in today at $1.05 gross - Costa Mesa, CA. Call John Bucher (714)833-2909 for appointment. CA.

Motorcycle Dealership For Sale
Established major multi/franchise in Western Washington. Seller retiring. $MoneyMaker$. Rare opportunity in Booming Northwest! Tony (425)462-5603. WA

Motorcycle Business For Sale
Small motorcyle store and shop with very large clientele. Located in East Central New Jersey. Specialize in offroad. Call for more info (732)240-2302. NJ

COLLECTORS

British Triples
1972 Hurricane, very good mechanical condition, passed AZ emissions, runs well, good tires. $3,995.1976 T160 Trident, very good mechanical condition, $2,950. (602)898-1569 or (602)897-7761 evenings. AZ

66 Harley Sprint
CR250 Classic 250, runs great, $2,500. KTM 600 Roller, w/WP shock and inverted forks. (805)392-1987. CA

Bultaco 67 250 Metralla
Fresh motor, stock and complete bike except for paint. $2,200. John. (415)892-5886. CA

'71 Husky 400 Cross
Low hour original. Perfect for AHRMA. $650. Evenings (810)364-6587, Day (810)329-5810. MI

Champion Triumph 1/2 Mi, TT
National caliber 750 short rod Triumph, Champion frame, race ready, two engines, one engine built by Randy Skiver, super fast, complete spares. Respectfully $7,000 (206)824-9091, (206)878-1264, (206)819-7684. WA

Vintage Leathers Wanted
Jackets, pants, suits. Any condition.(216)361-3919. OH

1970 Norton Commando 750S
Rare Dunstall twin disc front end, $2,800. Atlas 750 Domi replica, belt drive clutch, $5,800. (770)409-0865. GA

1974 XL350 Road Racer
Front disc brake, 18" wheels w/ slicks, rear sets, race ready. $1,500 OBO. (740)654-8326. OH

1956 BSA Gold Star DBD34
Stock factory rigid frame, ready for vintage dirt track. $8,500. (760)731-2204. CA

WANTED 1972-1975 KAWASAKI H2-750 in original stock condition only. Please call (702)794-0946. NV

GENERAL MERCHANDISE

GSXR Engines and Misc Parts
1100 motors, fairings and misc other bike parts. Call (718)953-9427 or (718)756-8658. NY

Washougal and Millville
18 Wheeler transport for your bike and gear from Phoenix. $350. (602)499-2525 or (602)449-3119. AZ

Gamma/Katana
1986 Gamma. 489 miles, mint, $7,000. 1983 Katana 1100. 6,200 miles. Excellent original condition. $4,250. The pair, $10,500. (419)529-8386. OH

Must Sell
1998 Yamaha YZ 400F. 10 hours on used bike, call (510)439-2427. $5,000. CA

1990 FORD 15' RACE VAN - 460 eng., shop and living area, airconditioning, refrigerator, water tanks, ready to go. $12,500. (724)352-2181. PA

1986 GSXR750 FRAME, swingarm, WP shock. Clear title, no subframe $500. 1992 GSXR750 wheels $375. (714)288-8960. CA

1988 CR250 Parts for sale: frame, sub-frame, radiators, lower end, swing arm, air box, cylinder and head, Stealthy flywheel weight. (702)397-8240. NV

1989 FZR400, 1994 CCS NATIONAL CHAMPION, raced five times since. Ohlins, Lindemann forks, Body by Northstar, new rings, valves, many spares. Four unused race tires, street parts, bodywork. $3,200. (734)439-3316 MI

1997 ACTION ATTACK, six races, perfect condition, have dirt track set up and gearing. $1,700. (217)258-8215. IL

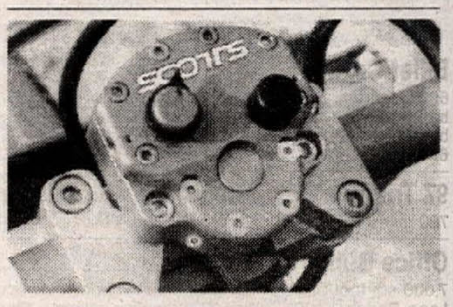
1990-98 CR 125 exhaust flange, double oring, no leaks, larger inlet diameter. Matches all cylinders, zinc plated. 2 extra orings. (515)285-4332. All major credit cards or C.O.D. IA

D's LEATHERS (419)729-9639.OH.

Wanted!Ducati-Parts + Bikes
(212)228-8167. NY

Maicos For Sale
250, 400, 440. Can build bikes from mild to wild. Racers or restorations. Call for prices. www.Vne@sprynet.com (415)256-9803. CA

39mm KEHIN CARBS, for '93-'95 GSXR, $550 OBO. (301)596-8493. MD



Scott's Steering Dampers
3 fully adjustable circuits. 10 Baja overall wins. Ty Davis / Plessinger / T. Norton / Paul Krause / Mike Lafferty / Roessler. 1998's Here Now! (818)248-6747. CA.

40MM EUROPEAN GSXR1100 water cooled carburetors. You can have the extra horse power while retaining stock rideability. $475. (317)791-8517. IN

Cagiva Wheels
5 spoke Oscrams with rotors, cush drive, with good tires, wheel size 2.15X18 & 2.5X18, $200. (602)898-1569 or (602) 897-7761 evenings. AZ

PARTING COMPLETE 96 900RR. (714)250-0585X206. CA

83 XR 1000 HD
5,700 miles $9,000. Also XR1000 tank & fenders in gray. New, never run $650. (650)548-9175. WA

Custom Made Decals
(815)899-2349. IL. www.socaldecal.com

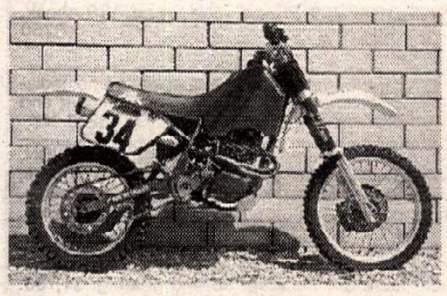
GSXR Parts
600, 750, 1100. 86-95. Great prices on motors, frames, carbs, suspensions, plastic and much more. (801)467-9422 call between 8am and 8pm. UT

ATK ATK ATK
600 DTES Flattracker with electric start, only $7,599. Wilsons (800)956-2925. California Only (209)237-0215, www.wilsonsmc.com. CA

RZ500 Parts
Tons of parts new and used, parts including pipes, engine rebuild kits, service manuals and bodywork. I have anything you need. Credit cards accepted. Call Lee at (302)368-5235 until 10PM eastern time. DE

GSXR ONLY!
Used GSXR parts. All years, tons of parts. Visit our web site at http://members.aol.com/cyclesales/index1.html. (800)407-GSXR(4797). FL

98 KTM 380 SX
Very clean, some extras, factory connection shock, must sell $4,800 OBO. (209)592-6428. CA



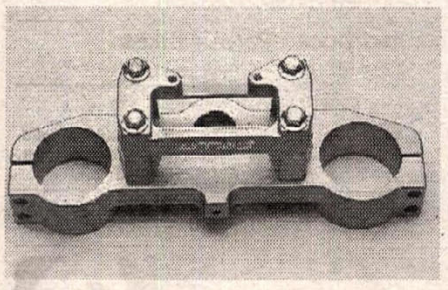
604 ATK, mostly trail ridden by senior rider, good condition, $1,975. (760)247-6891. CA

"Barnacle" Bill's Leathers
(606)336-7375. KY.

900RR, F3, PARTS. Bodyworks. (714)360-9196. CA

KTM Non-Current Blow Out
1996 360EXC $4174, 1996 360MXC $4114, 1998 250's and 300's also ready. (903)831-5500. TX

96 Muzzy Kawasaki ZX7R SS
750 Supersport, race ready. Ex-Doug Chandler bike. All the top parts, titanium exhaust, ready for the next national $7,500. 96-97 GSXR Sharkskinz plastic painted pearl white, perfect condition $350. Gas tank, blue/white w/pump $300. (785)235-2458. KS



Billet Crowns!
6061 Aluminum anodized with matching damper barclamp. Be the first on your block to have the best! Complete package prices available. (818)248-6747. CA

97 Triumph T595 Black
700 miles, $9,000 firm. (920)337-9365. WI

Office Building For Sale
7,000 sq. foot office building with view of downtown Long Beach. 100% office, 3 executive offices, 28 secure parking spaces. Vacant and ready to move in. Call (714)751-7433 for more details. CA.

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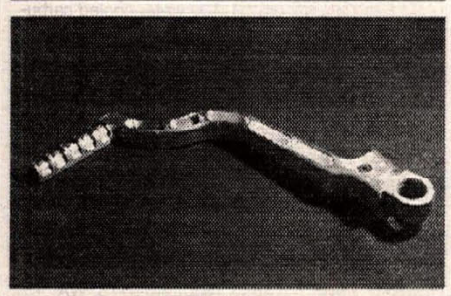

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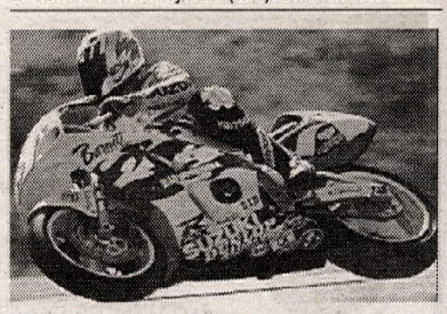

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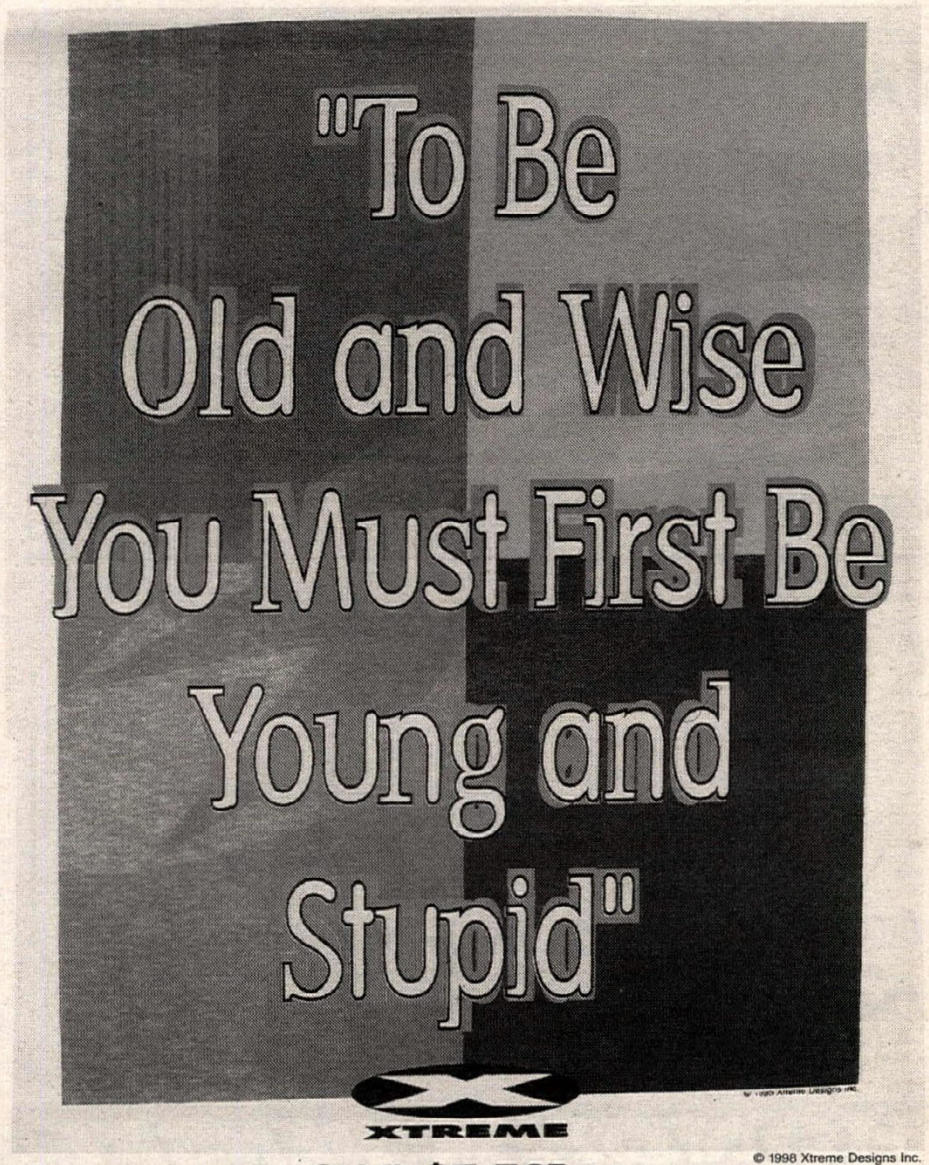

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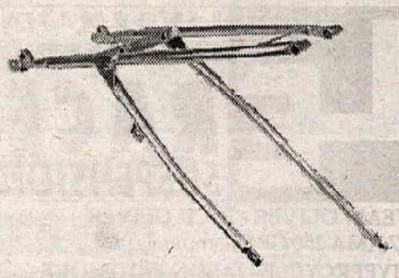

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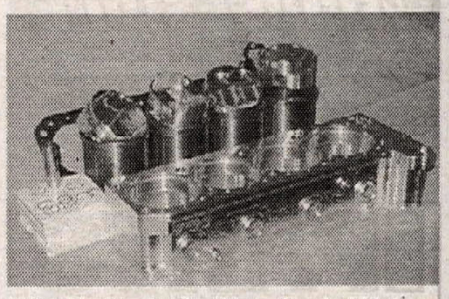

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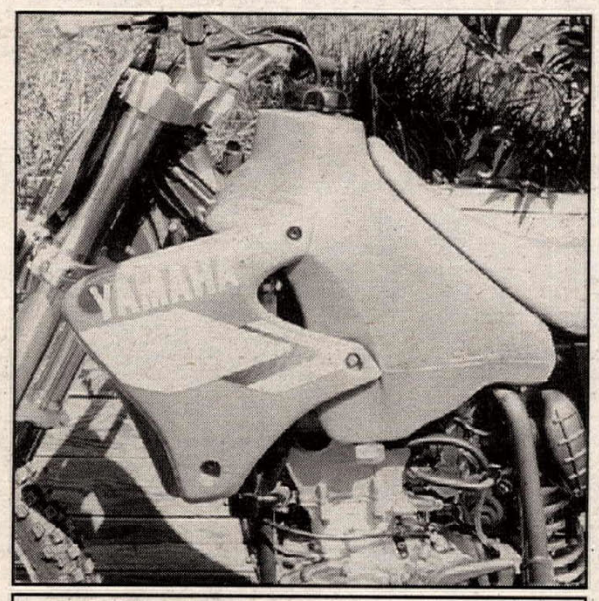

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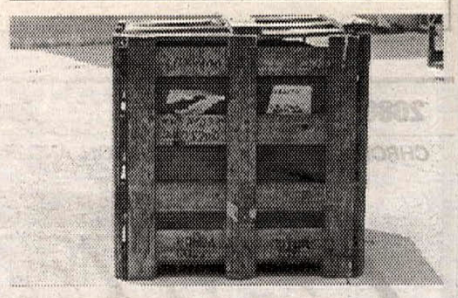

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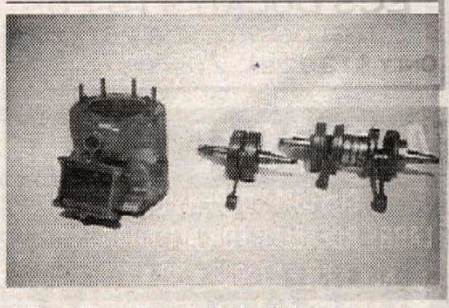

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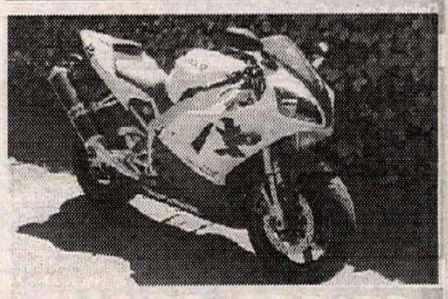

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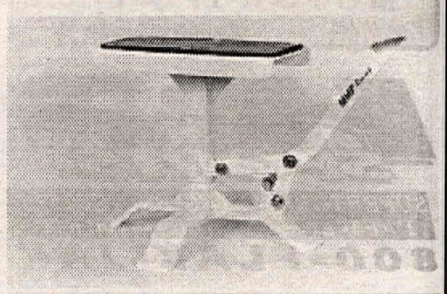

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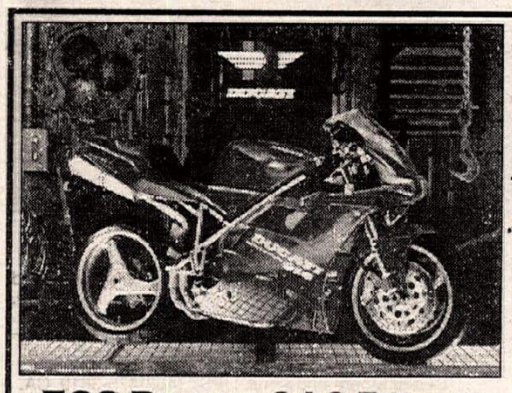

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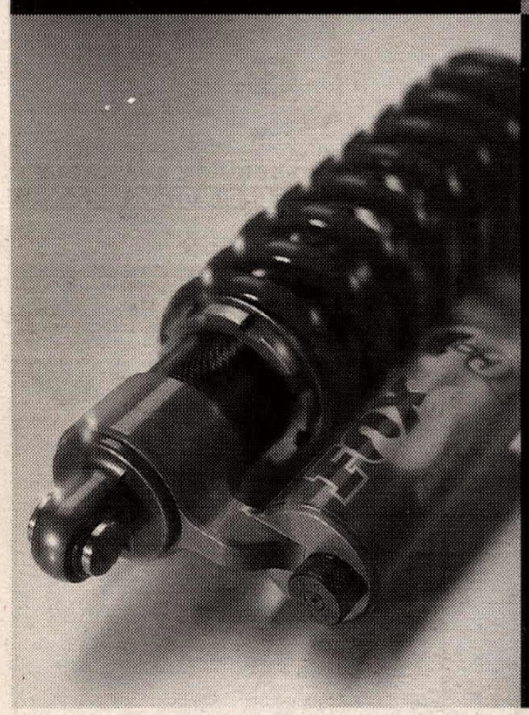

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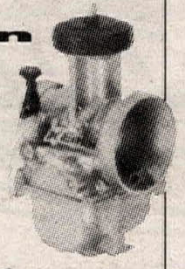

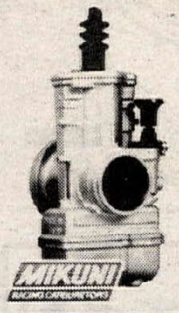

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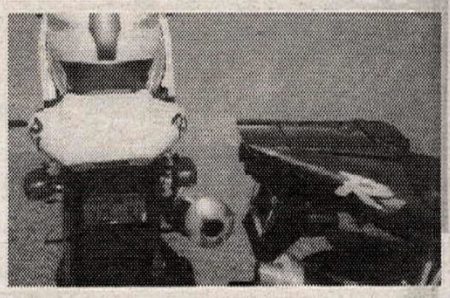

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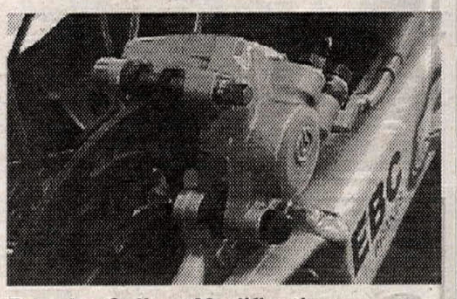

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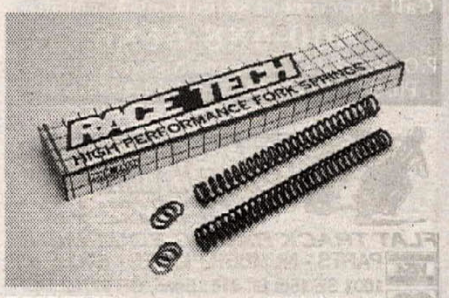

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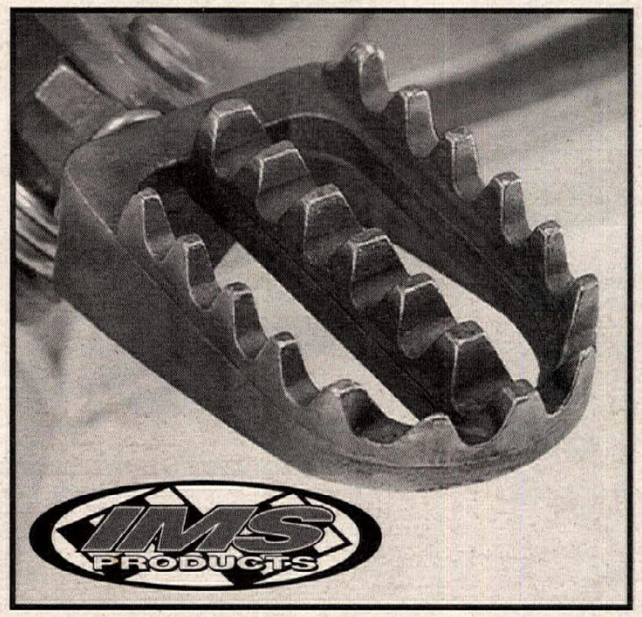

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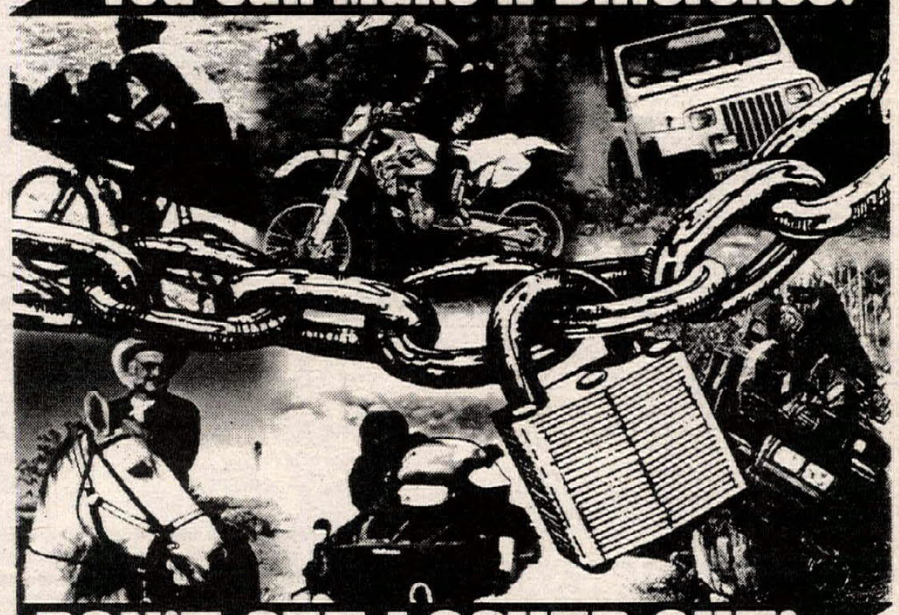

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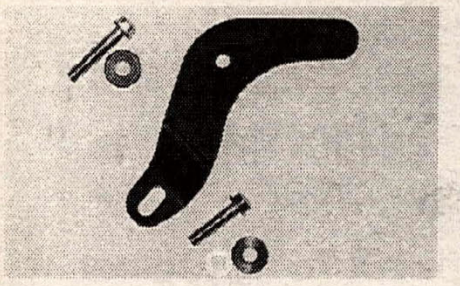

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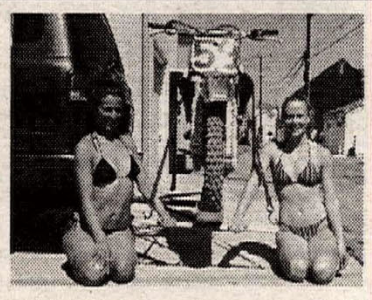

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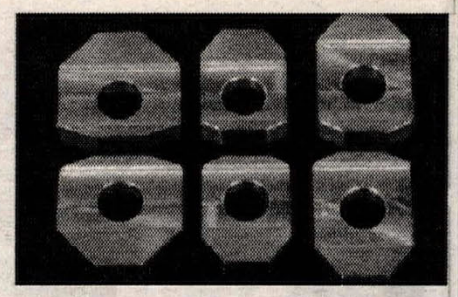

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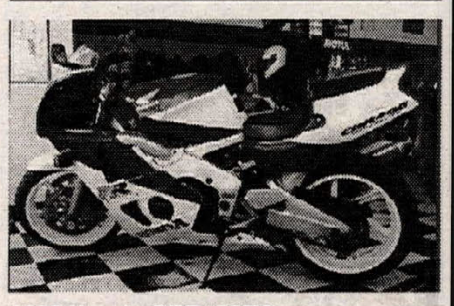

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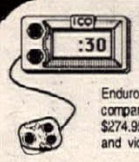

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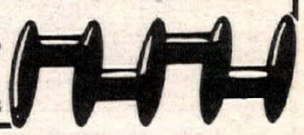

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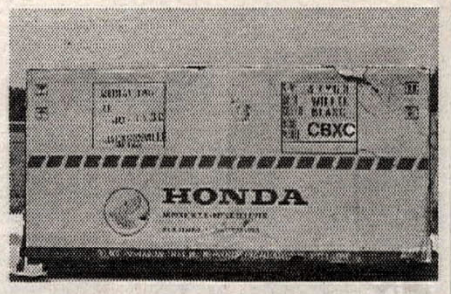

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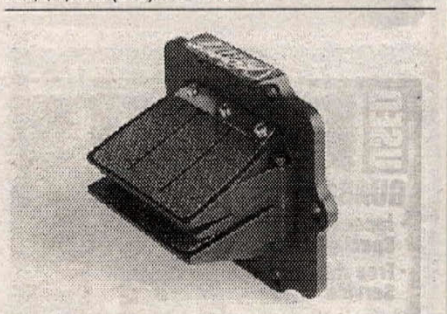

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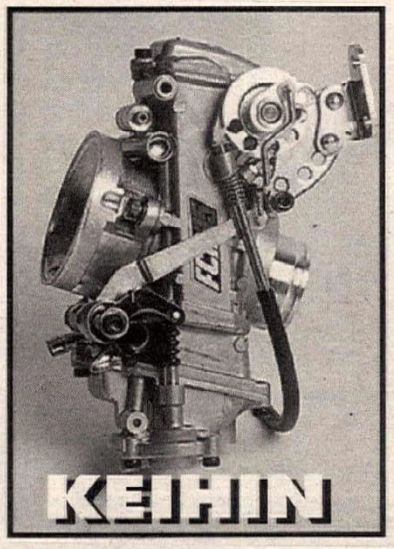

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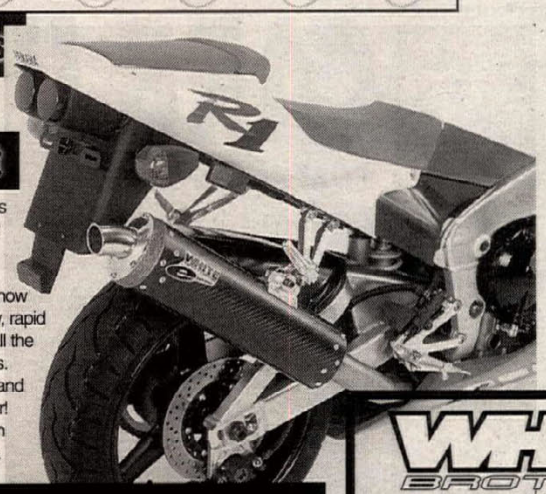

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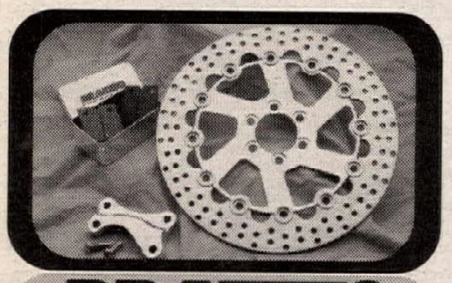

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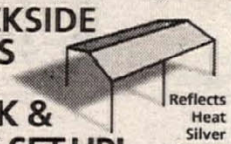

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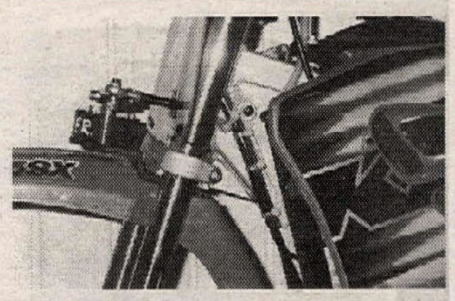

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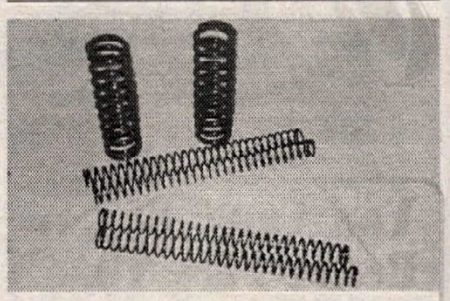

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CHICANERY

By Henny Ray Abrams

If the AMA takes no action against Anthony Gobert for failing an FIM-administered drug test then the end result of the whole ugly incident is this: He will have admitted to smoking marijuana, been thrown out of an FIM event, humiliated the Vance & Hines Ducati team, cost them untold tens of thousands of dollars, to say nothing of the hundreds of man-hours put into this single race, shamed his mother, who came from Australia to see her son race, and put a black eye on the sport. And he'll walk away scot-free, laughing all the way to the bar, which is where he was on Friday night after getting kicked out of the race, and again on Saturday, because he hadn't been able to sufficiently assuage his guilt the first night. To me, that's unconscionable.

For the record, I, like most baby-boomers, smoked weed at one time. We all did. If anyone in their late 20s to late 40s tells you they didn't, they're either liars or geeks or both. It was what you did in high school, what you did in college. It was wrong, but so was driving drunk, which we have all done at one time or another. Some still do. And the damage to society from drunk driving is well documented. I know of at least two 500cc World Champions who tried cocine.

I gave up the bong in my mid-teens for a very simple reason: I didn't enjoy it. If I liked it as much as, say, doughnuts, I wouldn't have quit, but I did. In my profession, the only danger from smoking pot is that you might lose track of the keyboard. I can imagine hacking away at a story in yet another strange hotel on Sunday night, stoned to the gills, and crying out to the editor, who's working on the other bed, "I can't find the 'Q,' dude."

Ours is a low-risk sport, unlike racing. Racing is about a lot of things, paramount among them being trust. You have to trust that the guy going around the outside of you into turn one at Brainerd, on the rev-limiter in sixth gear, has full control of his faculties. The riders I spoke with about Anthony Gobert at Laguna Seca weren't so sure.

In my opinion, Anthony Gobert is an idiot. There's no getting around it. Anyone who would jeopardize his riding career by smoking dope, knowing full well that he was going to be tested, is an idiot - plain and simple.

A bit of history: For those who don't know, the reason Anthony Gobert is racing in the United States this year is that he failed a drug test about this time last year while racing a works Suzuki for the Lucky Strike Suzuki team. The test was administered on behalf of the Suzuki World Championship team. As at Laguna, he was told in advance - when he left the previous race in Brazil - that he would be tested when he arrived for the British Grand Prix. Not that he might be, but that he would be. And he was, and he failed with flying colors.

Much has been made of the fact that it was a team-administered test. The conspiracy nuts would like you to believe that it was all made up, that he didn't fail any test, that the Suzuki team was underperforming and they needed a reason to jettison him. That's crap.

Certainly there was tension in the team. Shouldn't there be if a multi-million dollar operation is relying on a kid who has already failed one urine test? The team had hired a former racer, Stu Avant, a New Zealander, to baby-sit Gobert. It may have been a good idea to them, but to Gobert it was an insult. He didn't need anyone watching over him. He could take care of himself. Apparently not. And the FIM agreed.

At the fall FIM congress in Athens, the Road Racing Commission (CCR), of which AMA road race manager Ron Barrick is a member, passed a resolution under the heading of "Doping" specifically addressing Gobert. It said, in part, "In order to assure the riders who would be susceptible to run against Mr. Gobert in 1998, in the case where Mr. Gobert participates in an FIM Championship or Prize event, he should be controlled before the event, for the whole season."

In other words, we're protecting our riders from a threat.

Everyone knew he was going to be tested, and yet it came as no surprise that he failed. The unanimous response was, "What an idiot." This is a guy clawing his way back to the top, getting his one big chance to show the world, or at least the World team owners, that he belonged on the World stage - and he blew it. Saddest of all is that he does belong at the next level.

Anthony Gobert is an astonishing motorcycle racer. Even his harshest critics agree that he has a level of natural ability heretofore unseen. He can do things on a motorcycle others can only dream of. Like no one before him, he knows exactly how much he can coax out of a motorcycle, out of a situation. He goes fast and he doesn't crash. And he treats motorcycles well. I, among others, predicted he would win both races at Laguna Seca. If he made the grid.

It's not enough that he's fast, he also has a very engaging personality. In a sport where the recent champions have sometimes lacked charisma, he's the type of rider that people relate to: A beer-drinking yob who says what he thinks, then backs it up on the track. He's exceedingly polite to the fans and will sign autographs until the pen runs dry, then answer every press query politely, and pose for photos until the last camera's run out of film. This combination of personality and ability is rare, though Yamaha's Noriyuki Haga and the Italians Valentino Rossi and Max Biaggi come to mind.

Unlike them (at least the Italians), he doesn't care. He simply doesn't care. His world has nothing to do with our world. By his actions he seems to be saying that he is immortal, and if he gets kicked off the Vance & Hines team, he'll find someone else who wants him. The sad thing is, as long as he's fast, he'll have a job.

Ducati held a press conference the day after Gobert failed the drug test. Sharing the podium with Carl Fogarty, Troy Corser, Pier-Francesco Chili and Paolo Casoli were the owners of the four biggest Ducati teams - Terry Vance, Eraldo Ferracci, and the owners of the World Superbike teams, Davide Tardozzi and Virginio Ferrari. I asked them if they would sign Gobert, knowing he'd failed at least one drug test.

Ferrari was the first of the former racers to answer.

"I like very much Anthony because he's so fast," he said. "I don't know now what's happened about this really bad thing. We have to wait. Today Federico Minoli is there and you have to ask directly to the Ducati factory."

Notice he didn't say "no."

"Sure, I agree with Virginio," Tardozzi said. "Anthony is so fast. I really feel sorry for Terry (Vance). But regarding next year, it's not now the time to discuss about this. Sure Anthony's fast; maybe somebody will take him. I don't know. Ducati will discuss it."

Again, he didn't say no.

Ferracci said: "I have no comment. I'm too old to figure out that kind of stuff. I leave it alone."

And Vance didn't answer, but more than likely he'll do what Ducati tells him.

Is there a chance Gobert could get a ride with one of the Japanese factories? I tend to doubt it.

Even though that's what he lobbies for every time he's on the podium, which, because of his enormous talent, is mostly every race these days. The routine is that he thanks Vance for taking a chance on him, reminds the team of the times the bike has failed him, then says he wants to ride a 500cc Honda next year. I've talked to a number of Grand Prix team owners this year. They say the only way he could possibly get a 500 Honda is to lease one, and even that's speculative. Who'd take the chance of raising $4-5 million to base a team around a rider who has shown not the slightest hint of responsibility? And would Honda even allow him to lease bikes? Could he get a ride with Suzuki? I wouldn't think so. When Wayne Rainey was looking for riders for this year, and he had carte blanche, Gobert wasn't on his list. It's doubtful Yamaha would take the chance.

On Sunday afternoon a press release issued by Gobert showed up in the Laguna Seca press room. He said he "was just wrong, just plain wrong. I did have a smoke after Loudon in celebration, which I didn't realize would be considered a serious problem by the FIM."

Can he be serious? The riders think not.

To a man, they were outraged. They don't want to be on the track with someone using a banned, illegal substance. To be fair, smoking a joint 10 days before a race is not going to affect you come race day. You could get high the day before the race and it wouldn't show. That's not the point.

Because the AMA and Vance have chosen not to test Gobert (though both could at any time), we don't know if he has ever raced under the influence. I tend to think not. From what I know of Gobert, he takes the race weekend very seriously. It's the rest of the week he has a hard time with.

Gobert's mother, Sue, was quoted in the release as saying, "All he wants to do is put this behind him and regain the respect of the fans and fellow racers for the excellent rider and person that he really is."

Now it's up to the AMA and Terry Vance. Vance said he would test him this week and if he passed, he'd be on the bike at Mid-Ohio. More than one of his fellow competitors don't think he'll pass another test. He will likely be tested some time before every race.

If the AMA does nothing - which, given the sadly litigious times we live in, is a distinct possibility - then Gobert will have gotten away with one. Can the AMA react based on an FIM test? We don't know, even though the AMA races under the FIM umbrella.

At the very least he should pay his team back. He should ask Terry Vance how much it cost him to bring the team to Monterey and house and feed them, then write him a check. He should ask Jim Leonard how many hundreds of man-hours he put into building the bike just for this race, building parts that can only be used in World Superbike competition, and in running the bike on the dyno for countless hours to get the most out of the mandated unleaded fuel. Then he should multiply the hours times $100 per, and write another check. He should find a way to make it up to the AMA and the fans, for disparaging the sport in front of the world. That's the easy part.

If he has a shred of common sense, he should seek counseling, and not just for what he may consider an isolated doping incident. He knows better. The team knows better. His fellow riders know better. The most widely abused drug in America is alcohol, and the people I know who saw him on Friday and Saturday nights said he appeared to have made the most of the night.

He is one more mistake away from being banned from racing altogether. As sad as that may be, it actually makes a lot of riders sick. They would give up anything to have an iota of his talent, to be able to do what he does routinely. They find it appalling that he treats his magnificent gift so cavalierly.

The guess here is that I'll see him at Mid-Ohio and every other AMA Superbike National. I also think he has a very good chance of winning the title. Muzzy Kawasaki's Doug Chandler is a few points ahead, but he hasn't won a race yet this year. Gobert's won three and has been on the box every time the Ducati holds together.

How does this sound? 1998 AMA/MBNA Superbike Champion - and drug-test failure - Anthony Gobert. Get used to it.

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